TRAINMASTERS

T. W. ROBY	Fresno
G. MORRILL	Bakersfield
W. H. CLAIBORNE	Mojave

ASSISTANT TRAINMASTER

T. A. PURCELL	Bakersfield

ASSISTANT TRAINMASTER-DIVISION EXAMINER

C. F. OWENS	Bakersfield

ROAD FOREMEN OF ENGINES

L. J. FRANKLIN	Bakersfield
I. A. WEIHE	Bakersfield

ENGINEMEN INSTRUCTOR

C. RENSHAW	Bakersfield

CHIEF TRAIN DISPATCHER

E. F. WASEM	Bakersfield

P. D. ROBINSON
Assistant Superintendent, Bakersfield

SOUTHERN PACIFIC COMPANY

SAN JOAQUIN DIVISION

TIMETABLE

168

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

B. W. MITCHELL,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Fresno	Dr. J. D. Morgan	District Physician and Surgeon
Fresno	Dr. C. A. James	District Physician and Surgeon
Fresno	Dr. O. B. Doyle	Asst. Dist. Physician and Surgeon
Fresno	Dr. L. G. Price	Oculist
Fresno	Dr. Wayne Hunt	Aurist
Selma	Dr. J. D. Wagner	District Physician and Surgeon
Fowler	Dr. H. W. Nielson	District Physician and Surgeon
Sanger	Dr. Fred A. Burg	District Physician and Surgeon
Reedley	Dr. G. A. Hawkins	District Physician and Surgeon
Exeter	Dr. John F. Glenn	District Physician and Surgeon
Dinuba	Dr. Edgar Brigham	District Physician and Surgeon
Kingsburg	Dr. E. A. Larson	District Physician and Surgeon
Clovis	Drs. J. E. and C. I. Pendergrass	Emergency Physicians and Surgs.
Tulare	Dr. C. M. Mathias	District Physician and Surgeon
Pixley	Dr. J. Seiberth	District Physician and Surgeon
Delano	Dr. H. A. Rivin	District Physician and Surgeon
McFarland	Dr. R. W. Johnson	Emergency Physician and Surgeon
Visalia	Dr. F. R. Guido	District Physician and Surgeon
Hanford	Dr. C. T. Rosson	District Physician and Surgeon
Kerman	Dr. J. C. Drake	District Physician and Surgeon
Caruthers	Dr. George A. Meracle	Emergency Physician and Surgeon
Lemoore	Dr. W. P. Byron	District Physician and Surgeon
Porterville	Dr. W. W. Tourtillott	District Physician and Surgeon
Porterville	Dr. Thorwald Johnson	Asst. Dist. Physician and Surgeon
Strathmore	Dr. J. R. Fillmore	Emergency Physician and Surgeon
Lindsay	Dr. H. G. Campbell	District Physician and Surgeon
Bakersfield	Dr. H. W. Bell	Division Physician and Surgeon
Bakersfiled	Dr. J. M. Krevitt	District Physician and Surgeon
Bakersfield	Dr. R. M. Jones	Oculist and Aurist
Bakersfield	Dr. L. F. Baisinger	Oculist and Aurist
Tehachapi	Dr. H. L. Schlotthauer	District Physician and Surgeon
Mojave	Dr. H. L. Horswill	District Physician and Surgeon
Lone Pine	Dr. George D. Schultz	District Physician and Surgeon
Bishop	Dr. J. L. Mason	Emergency Physician and Surgeon
Randsburg	Dr. T. A. Drummond	Emergency Physician and Surgeon
Lancaster	Dr. W. R. Senseman	District Physician and Surgeon
Palmdale	Dr. N. H. Snook	District Physician and Surgeon
Saugus-Newhall	Dr. E. C. Innis	District Physician and Surgeon
San Fernando	Dr. R. W. Johnson	District Physician and Surgeon

Note.—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
WHITE MEMORIAL HOSPITAL	LOS ANGELES

FRESNO SUBDIVISION

EASTWARD

Capacity of sidings in car lengths		THIRD CLASS			SECOND CLASS		FIRST CLASS				Mile Post Location		Timetable No. 168 June 2, 1946	
		784	782	780	446	402	56	52	60	58				
		Freight	Freight	Freight	V. M. E.	B. M.	Passenger	San Joaquin Daylight	West Coast	Owl				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
Fresno yard	BKWOP	PM 4.15	AM 8.15	AM 1.00	PM 6.40	AM 4.15					201.8	Automatic Block System	TO-R **FRESNO YARD**	D. T.
	BKWOTYP	4.35	8.35	1.15	6.50	4.25	PM 6.10	PM 1.08	AM 12.43	AM 12.25	205.5		3.7 TO-R **FRESNO**	
	IP	4.45	**8.45**	1.27	6.59	4.34	6.18	1.15	12.52	12.34	209.1		3.6 TO **CALWA TOWER**	
118	P	4.56	8.56	1.36	7.08	4.43	f 6.27	1.21	1.00	12.42	215.1		6.0 TO **FOWLER**	
Yard Limits 125	P	5.06	9.06	1.44	7.16	4.51	s 6.39		1.07	f 12.49	220.7		5.6 **SELMA**	
Yard Limits 102	WP	5.14	9.14	**1.52**	7.23	4.58	s 6.49	1.31	1.13	12.55	225.6		4.9 TO **KINGSBURG**	
108	P	5.24	9.24	2.02	7.31	**5.06**	f 6.56	1.36	1.20	1.02	231.3		5.7 **TRAVER**	
65	P	**5.28**	9.28	2.07	7.34	5.09	6.58	1.38	1.23	1.05	233.7		2.4 **CROSS**	
Nos. 1-91, 2-91, 3-70 Yard Limits	WYP	5.37	9.37	2.17	7.41	5.16	s 7.08	1.43	**1.30**	1.12	239.1		5.4 TO-R **GOSHEN JCT.**	
63	P	5.47	9.47	**2.28**	7.49	5.24	f 7.15		1.36	**1.19**	245.6		6.5 **TAGUS**	
Yd. Lmts.	IP										249.7		4.1 TO **TULARE TOWER**	
92	P	5.57	**9.57**	**2.37**	8.00	5.35	s 7.35	s 1.58	s 1.51	s 1.30	250.0		0.3 **TULARE**	
63	P	6.07	10.07	2.49	8.09	5.44	7.45	2.05	1.58	1.37	255.8		5.8 **OCTOL**	
86	WP	6.14	10.14	2.57	8.15	5.50	s 7.53	**2.09**	**2.03**	1.42	260.4		4.6 TO **TIPTON**	
96	P	6.24	10.24	3.07	8.23	5.58	s 8.04	2.15	**2.09**	**1.48**	266.8		6.4 TO **PIXLEY**	
86	P	6.33	10.33	3.17	8.30	**6.05**	f 8.15	2.20	2.15	1.54	272.4		5.6 TO **EARLIMART**	
63	P	6.39	10.39	3.24	8.35	6.10	8.19	2.23	2.19	**1.58**	276.5		4.1 **RADNOR**	
Yard Limits 85	WP	6.47	10.47	3.33	**8.42**	6.17	s **8.42**	2.28	2.24	2.04	280.7		4.2 TO **DELANO**	
63	P	6.57	10.57	**3.44**	8.51	6.26	s 8.53	2.34	2.31	2.11	287.0		6.3 TO **McFARLAND**	
W-81 E-134	KWTP	7.06	11.06	3.53	8.58	6.33	f **9.07**	2.39	2.37	2.17	292.6		5.6 TO-R **FAMOSO**	
64	P	7.11	11.11	3.58	**9.02**	6.37	9.10		2.40	2.20	295.9		3.3 **SLATER**	
85	P	7.19	11.19	4.06	9.08	6.43	f 9.17	2.46	2.46	2.26	300.5		4.6 **LERDO**	
92	P	7.23	11.23	4.10	9.11	6.46	9.20	2.48	2.49	2.29	303.0		2.5 **PROSPERO**	
62	P	7.27	11.27	4.14	9.15	6.50	9.24		2.52	2.32	305.8		2.8 **SACO**	
Bakersfield yard 82	YP	7.32	11.32	4.19	9.19	6.54	9.27	2.53	2.56	2.36	308.6		2.8 TO-R **OIL JCT.**	
	BKWOTYP	7.45 PM	11.45 AM	4.30 AM	9.30 PM	7.05 AM	s 9.40 PM	s 3.01 PM	s **3.05** AM	s 2.45 AM	312.9		4.3 TO-R **BAKERSFIELD**	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(111.1)	
		(3.30) 31.74	(3.30) 31.74	(3.30) 31.74	(2.50) 39.21	(2.50) 39.21	(3.30) 30.69	(1.53) 57.03	(2.22) 45.38	(2.20) 46.03			........Time over District........ ....Average Speed per Hour.......	

RULE 5. Schedule time and train-order time for eastward trains at Calwa Tower apply at end of double track.

Schedule time and train-order time at Goshen Jct. apply at No. 1 siding.

Schedule time and train-order time for eastward trains at Famoso apply at junction switch of Porterville line.

RULES 86 and 93. Second and third-class trains, extra trains and engines except trains handling passenger equipment only, must clear the time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENG RS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
58	Delano..................	....	Tracy..................	Daily
60	Selma..................		Stockton..................	Daily
60	Delano..................	Los Angeles..........	Stockton..................	Daily
56	Any Station..............	Any Station..........	Any Station..........	Daily

No. 60 stop at Delano to permit mail to be thrown into mail car door
No. 52 reduce speed to 25 MPH at Tipton and Delano on request of RPO clerk to dispatch registered currency.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Muscatel..............	200.2	80
Calwa..........(Spur)	208.3	34
Malaga..............	210.4	38
Wineland.......(Spur)	222.8	14
Midvalley.......(Spur)	243.4	7
Vinland........(Spur)	284.5	16
Cawelo..............	299.7	57 P

FRESNO SUBDIVISION

WESTWARD

Automatic Block System

Mile Post Location	Timetable No. 168 June 2, 1946		Distance from Bakersfield	FIRST CLASS				SECOND CLASS	THIRD CLASS			
				59	**55**	**51**	**57**	**445**	**781**	**783**	**785**	**787**
				West Coast	Passenger	San Joaquin Daylight	Owl	V. M. W.	Freight	Freight	Freight	Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
201.8	TO-R **FRESNO YARD** 3.7	D. T.	111.1					AM 6.00	AM 3.50	AM 11.30	PM 6.35	PM 11.55
205.5	TO-R **FRESNO** 3.6		107.4	AM s 3.45	AM s 9.00	PM s 3.20	AM s 2.35	5.48	3.35	11.15	6.20	11.40
209.1	**CALWA TOWER** 6.0		103.8	3.34	**8.45**	3.11	2.20	5.38	3.25	11.05	6.10	11.30
215.1	TO **FOWLER** 5.6		97.8	3.24	s 8.30	3.04	2.10	5.29	3.16	10.55	6.00	11.20
220.7	**SELMA** 4.9		92.2	3.16	s 8.15	2.57	f 2.00	5.21	3.08	10.46	5.51	11.11
225.6	TO **KINGSBURG** 5.7		87.3	3.08	s 8.02	2.51	**1.52**	5.14	3.00	10.37	5.43	11.02
231.3	**TRAVER** 2.4		81.6	3.00	7.50	2.44	1.44	**5.06**	2.51	10.28	5.33	10.53
233.7	**CROSS** 5.4		79.2	2.58	7.47	2.42	1.40	5.02	2.47	10.24	**5.28**	10.49
239.1	TO-R **GOSHEN JCT.** 6.5		73.8	2.51	s 7.37	2.36	**1.30**	4.55	2.38	10.15	5.18	10.40
245.6	**TAGUS** 4.1		67.3	2.44	7.15	2.30	**1.19**	4.47	**2.28**	10.05	5.08	10.30
249.7	TO **TULARE TOWER** 0.3		63.2									
250.0	**TULARE** 5.8		62.9	s **2.37**	s 7.08	s 2.24	s 1.07	4.41	2.20	**9.57**	5.00	10.22
255.8	**OCTOL** 4.6		57.1	2.21	6.38	2.13	12.54	4.26	2.10	9.47	4.50	10.12
260.4	TO **TIPTON** 6.4		52.5	2.16	s 6.33	**2.09**	12.49	4.20	**2.03**	9.40	4.42	10.05
266.8	TO **PIXLEY** 5.6		46.1	**2.09**	s 6.17	2.02	12.42	4.12	**1.48**	9.30	4.32	9.55
272.4	TO **EARLIMART** 4.1		40.5	2.02	s **6.05**	1.57	12.36	4.05	1.38	9.20	4.22	9.45
276.5	**RADNOR** 4.2		36.4	**1.58**	5.57		12.31	4.00	1.32	9.13	4.16	9.38
280.7	TO **DELANO** 6.3		32.2	1.53	s 5.35	1.49	f 12.26	3.53	1.24	9.05	4.08	9.30
287.0	TO **McFARLAND** 5.6		25.9	1.46	s 5.29	1.43	12.19	**3.44**	1.13	8.53	3.58	9.16
292.6	TO-R **FAMOSO** 3.3		20.3	1.40	f 5.19	1.38	12.13	3.37	1.04	8.44	3.49	**9.07**
295.9	**SLATER** 4.6		17.0	1.37	5.13		12.09	3.33	12.57	8.37	3.42	**9.02**
300.5	**LERDO** 2.5		12.4	1.32	f 5.08	1.31	12.04	3.27	12.49	8.29	3.34	8.54
303.0	**PROSPERO** 2.8		9.9	1.29	5.04	1.29	12.01 AM	3.24	12.45	8.25	3.30	8.50
305.8	**SACO** 2.8		7.1	1.26	5.01		11.58 PM	3.20	12.40	8.20	3.25	8.45
308.6	TO-R **OIL JCT.** 4.3		4.3	1.23	4.58	1.24	11.55	3.16	12.35	8.15	3.20	8.40
312.9	TO-R **BAKERSFIELD**		0.0	1.15 AM	4.50 AM	1.16 PM	11.45 PM	**3.05** AM	12.20 AM	8.00 AM	3.05 PM	8.25 PM
	(111.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District			(2.30)	(4.10)	(2.04)	(2.50)	(2.55)	(3.30)	(3.30)	(3.30)	(3.30)
	Average Speed per Hour			42.96	25.78	51.97	37.91	38.09	31.74	31.74	31.74	31.74

RULE 5. Schedule time and train-order time for eastward trains at Calwa Tower apply at end of double track.

Schedule time and train-order time at Goshen Jct. apply at No. 1 siding.

Schedule time and train-order time for eastward trains at Famoso apply at junction switch of Porterville line.

RULES 86 and 93. Second and third-class trains, extra trains and engines except trains handling passenger equipment only, must clear the time of Nos. 51 and 52 not less than 10 minutes and must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
55	Any Station	Any Station	Any Station	Daily
59	Delano	Stockton		Daily

No. 57 stop at Delano to permit mail to be thrown into mail car door.

EASTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS							Mile Post Location		Timetable No. 168 June 2, 1946 STATIONS		Distance from Bakersfield
		448 V. M. E.		**56** Passenger	**2** AT&SFRy Passenger	**52** San Joaquin Daylight	**24** AT&SFRy Passenger	**60** West Coast	**58** Owl					
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Bakersfield yard BKWOTYP		PM 9.45		PM 10.05		PM 3.08		AM 3.15	AM 2.55	312.9	Automatic Block System	TO-R **BAKERSFIELD**		0.0
KIP		9.50		10.07	PM 7.10	3.10	AM 8.35	3.17	2.57	313.6		0.7 TO-R **KERN JCT.**	D. T.	0.7
M-87 P										327.9		14.3 **BENA**		15.0
93 P										331.3		3.4 **ILMON**	Centralized Traffic Control	18.4
103 103 WP				s 10.51	7.42		9.07			335.1 335.2		3.8 **CALIENTE**		22.2
91 P										338.2		3.0 **ALLARD**		25.2
110 110 WP										340.5		2.3 **BEALVILLE**		27.5
102 P										342.3		1.8 **CLIFF**		29.3
83 82 P										345.5		3.2 **ROWEN**		32.5
126 73 WP				PM f 11.34	8.17		9.42			348.8		3.3 **WOODFORD**		35.8
104 P										351.8		3.0 **WALONG**		38.8
112 112 P										354.1		2.3 **MARCEL**		41.1
88 P										356.6 356.7		2.5 **CABLE**		43.6
Yd. Lmts. 96 No. 2-98 KIWP		11.45		AM s 12.19	8.46	s 4.41	10.11	5.01	f 4.41	360.6		3.9 TO **TEHACHAPI**		47.5
E-107 YP		11.50		12.21	8.48		10.13	5.03	4.43	362.4		1.8 **SUMMIT**	Double Track	49.3
M-76 P		PM 11.55		s 12.29	8.52		10.17	5.07	4.47	365.0		2.6 **MONOLITH**		51.9
Yard Limits YP		AM 12.01		12.34	8.56	4.50	10.21	5.11	4.51	368.0		3.0 **ERIC**		54.9
M-85 P		12.17		12.46	9.07	4.59	10.32	5.22	5.02	374.3		6.3 **WARREN**		61.2
Mojave yard BKWOYP		12.35 AM		s 1.00 AM	s 9.20 PM	s 5.08 PM	s 10.45 AM	s 5.35 AM	s 5.15 AM	380.7		6.4 TO-R **MOJAVE**		67.6
		Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(67.6)		
		(2.50) 23.36		(2.55) 23.18	(2.10) 31.20	(2.00) 33.80	(2.10) 31.20	(2.20) 29.55	(2.20) 29.55			Time over District Average Speed per Hour		

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location	Timetable No. 168 June 2, 1946 Arvin Branch STATIONS	WEST-WARD ↑ Distance from Arvin
Bakersfield yard P	316.6	**MAGUNDEN**	16.5
60	326.8	10.2 **RIBIER**	6.3
P	333.1	6.3 **ARVIN**	0.0
		(16.5)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Algoso................	316.9	16 P
Harpertown...........	321.1	8
Lamont..............	324.6	29
Patch................	325.9	8
Di Giorgio...........	328.8	46 YP

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
2, 24	Caliente................ Woodford.............. Tehachapi..............	East of Mojave.......	West of Bakersfield....	Daily
56	Edison..................	....	Any Station.........	Daily
56	Any Station............	Any Station (employes)	Any Station (employes)	Daily

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Magunden............	317.0	61 P
Edison..............	320.1	124 P
Cameron .... (Spur)	369.9	13 P

TEHACHAPI SUBDIVISION

WESTWARD

Timetable No. 168

June 2, 1946

Distance from Bakersfield	Mile Post Location			STATIONS		Distance from Mojave	FIRST CLASS						SECOND CLASS
							55	1	51	23	57	59	447
							Passenger	AT&SFRy Passenger	San Joaquin Daylight	AT&SFRy Passenger	Owl	West Coast	V. M. W.
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
0.	312.9	Automatic Block System	TO-R	**BAKERSFIELD** 0.7		67.6	AM s 4.20		PM s 1.08		PM s 11.35	AM s 1.05	AM 2.40
0.	313.6		TO-R	**KERN JCT.** 14.3	D. T.	66.9	4.16	AM 10.20	1.05	PM 9.10	11.31	1.01	2.35
15.	327.9			**BENA** 3.4		52.6	3.45	10.03	12.49 PM	8.53	11.10	12.40 AM	2.12
18.	331.3			**ILMON** 3.8	Centralized Traffic Control	49.2							
22.	335.1 335.2			**CALIENTE** 3.0		45.4	f 3.28	9.49		8.39			
25.	338.2			**ALLARD** 2.3		42.4							
27.	340.5			**BEALVILLE** 1.8		40.1							
29.	342.3			**CLIFF** 3.2		38.3							
32.	345.5			**ROWEN** 3.3		35.1							
35.	348.8			**WOODFORD** 3.0		31.8	s 2.34	9.16		8.06			
38.	351.8			**WALONG** 2.3		28.8							
41.	354.1			**MARCEL** 2.5		26.5							
43.	356.6 356.7			**CABLE** 3.9		24.0							
47.	360.6		TO	**TEHACHAPI** 1.8	Double Track	20.1	s 2.00	8.47	s 11.35 AM	7.37	f 9.55	11.25 PM	12.40
49.	362.4			**SUMMIT** 2.6		18.3	1.39	8.43		7.33	9.48	11.20	12.31
51.	365.0			**MONOLITH** 3.0		15.7	s 1.35	8.39		7.29	9.43	11.15	12.26
54.	368.0			**ERIC** 6.3		12.7	1.27	8.34	11.23	7.24	9.38	11.10	12.20
61.	374.3			**WARREN** 6.4		6.4	1.17	8.24	11.14	7.14	9.26	10.58	12.07 AM
67.	380.7		TO-R	**MOJAVE**		0.0	1.05 AM	8.10 AM	11.06 AM	7.00 PM	9.15 PM	10.47 PM	11.55 PM
				(67.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
				Time over District Average Speed per Hour			(3.15) 20.80	(2.10) 31.20	(2.02) 33.25	(2.10) 31.20	(2.20) 29.55	(2.18) 29.39	(2.45) 24.58

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
59	Tehachapi	Stockton		Daily
1, 23	Tehachapi Woodford Caliente	West of Bakersfield	East of Mojave	Daily
55	Edison		Any Station	Daily
55	Any Station	Any Station (employes)	Any Station (employes)	Daily

MOJAVE SUBDIVISION

EASTWARD

Capacity of sidings in car lengths		THIRD CLASS				SECOND CLASS	FIRST CLASS				Mile Post Location	Automatic Block System	Timetable No. 168 June 2, 1946	Distance from Mojave
		808 Freight	806 Freight	804 Freight	802 Freight	448 V. M. E.	52 San Joaquin Daylight	60 West Coast	58 Owl	56 Passenger				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
Mojave yard	BKWOYP	PM 8.25	PM 2.10	AM 8.45	AM 1.05	AM **12.40**	PM 5.11	AM 5.40	AM 5.20	AM 1.30	380.7		TO-R **MOJAVE**	0.0
	P	8.27	2.12	8.47	1.07	12.42	5.12	5.41	5.21	1.31	381.3		0.6 TO-R **EAST-MOJAVE**	0.6
91	P	8.32	2.17	8.52	1.12	12.47		5.45	5.26	1.36	384.8		3.5 **FLETA**	4.1
92	P	8.37	2.22	8.57	1.17	12.52		5.49	5.30	1.40	387.3		2.5 **GLOSTER**	6.6
88	P	8.42	2.27	9.02	1.22	12.57		5.53	5.34	1.44	390.4		3.1 **ANSEL**	9.7
103	P	**8.48**	2.33	9.08	1.28	1.03	5.24	5.58	5.38	f 1.53	394.3		3.9 TO **ROSAMOND**	13.6
113	P	8.57	2.42	9.17	1.37	1.12		6.05	5.45	2.00	399.9		5.6 **OBAN**	19.2
Yard Limits 120	WP	9.06	2.51	**9.26**	1.46	1.21	s 5.35	6.13	5.54	s 2.20	405.5		5.6 TO **LANCASTER**	24.8
113	P	**9.13**	**2.58**	9.33	1.53	1.28		6.19	6.00	2.26	409.8		4.3 **DENIS**	29.1
76	WYP	9.19	3.04	9.39	1.59	1.34		6.24	6.05	s **2.37**	413.8		4.0 TO **PALMDALE**	33.1
97	P	9.23	3.08	9.43	2.03	1.38	5.46	6.27	6.09	2.40	416.3		2.5 **HAROLD**	35.6
E100 Yard Limits W100	IYP	**9.43**	3.20	9.55	**2.16**	1.48	5.54	6.38	6.20	2.50	420.5		4.2 TO **VINCENT**	39.8
91	P	9.57	3.34	**10.09**	2.30	**2.02**		6.46	6.28	2.58	425.0		4.5 **PARIS**	44.3
94	WP	**10.10**	3.44	10.19	2.40	2.12	6.11	6.54	6.36	f 3.10	429.0		4.0 TO **RAVENNA**	48.3
87	P	10.24	3.58	10.33	2.54	2.26	6.22	7.06	6.48	3.22	434.6		5.6 **RUSS**	53.9
105	P	**10.34**	4.08	10.43	3.04	2.36	6.30	7.14	6.56	f 3.31	438.6 438.8		4.0 TO **LANG**	57.
90	P	10.45	4.19	10.54	3.15	2.47		7.22	7.04	3.39	443.0 443.1		4.2 **HUMPHREYS**	62.1
87	P	10.55	4.29	11.04	3.25	2.57	6.45	7.30	7.12	3.47	446.9		3.8 **HONBY**	65.
E103 Yard Limits W112	WOIYP	11.04	4.38	11.14	3.35	3.06	6.52	**7.38**	f 7.21	s 4.08	450.6		3.7 TO-R **SAUGUS**	69.
177	IP	11.10	4.44	11.20	3.41	3.12	**6.56**	7.42	**7.25**	f 4.19	453.0		2.4 **NEWHALL**	72.
56	P										456.6		3.6 **TUNNEL**	75.
78	P	11.26	5.00	11.36	3.57	3.28	**7.06**	7.54	7.37	4.32	459.2		2.6 **SYLMAR**	78.
Yard Limits 98	WP	11.34	5.08	11.44	4.05	3.36	7.11	8.02	7.48	s 4.52	461.8		2.6 TO **SAN FERNANDO**	80.
79	P	11.38	5.12	11.48	4.09	3.40		8.05	7.52	f 5.00	463.4		1.6 **PACOIMA**	82.
91	P	11.49	5.23	AM 11.59	4.20	3.51	7.18	8.11	7.59	f 5.15	467.9		4.5 TO **ROSCOE**	86.
Los Angeles yard 83	IP	11.59 PM	5.35 PM	12.10 PM	4.30 AM	4.00 AM	7.23 PM	8.18 AM	8.05 AM	5.25 AM	471.6		3.7 TO **BURBANK JCT.**	90.

Time at Glendale, Los Angeles Yard and Los Angeles (LAUPT) for information only.
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

		808	806	804	802	448	52	60	58	56				
							7.33	8.28	8.15	5.37			**GLENDALE**	
		12.25 AM	6.00 PM	12.35 PM	4.55 AM	4.25 AM							**LOS ANGELES YARD**	
							7.50 PM	8.45 AM	8.35 AM	6.00 AM			**LOS ANGELES (LAUPT)**	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		(3.34) 25.40	(3.25) 26.52	(3.25) 26.52	(3.25) 26.52	(3.20) 27.18	(2.12) 41.18	(2.38) 34.40	(2.45) 32.94	(3.55) 23.13			Time over District Average Speed per Hour	

RULE 5. Schedule time and train-order time at Burbank Jct. apply at the end of double track.

RULES 86 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Track south of main track at Ravenna, known as No. 2 track, must be left clear of cars, to be used for meeting or passing trains when instructed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
58	Lancaster	Glendale	Fresno	Daily
58	Palmdale	Glendale	Fresno	Daily
58	San Fernando	Colton	Fresno	Daily
60	Lancaster		Fresno	Daily
60	Saugus		Stockton	Daily
60	San Fernando		Stockton	Daily
56	Acton	Any Station	Any Station	Daily
56	Any Station	Any Station (employes)	Any Station (employes)	Daily

MOJAVE SUBDIVISION

Timetable No. 168

June 2, 1946

WESTWARD

Mile Post Location			STATIONS	Distance from Burbank Jct.	51	57	59	55	447	801	803	805	807		
					FIRST CLASS				SECOND CLASS	THIRD CLASS					
					San Joaquin Daylight	Owl	West Coast	Passenger	V. M. W.	Freight	Freight	Freight	Freight		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
					AM	PM	PM	AM	PM	AM	AM	PM	PM		
380.7	Automatic Block System	TO-R	**MOJAVE** 0.6	90.6	s 11.02	s 9.08	s 10.41	s **12.40**	11.44	3.35	10.15	3.55	10.10		
381.3		TO-R	**EAST-MOJAVE** 3.5	90.0	11.00	9.06	10.39	12.38	11.42	3.33	10.12	3.52	10.07		
384.8			**FLETA** 2.5	86.5		9.02	10.35	12.34	11.37	3.25	10.04	3.44	9.59		
387.3			**GLOSTER** 3.1	84.0		8.58	10.31	12.30	11.32	3.19	9.58	3.38	9.53		
390.4			**ANSEL** 3.9	80.9		8.53	10.26	12.26	11.27	3.14	9.52	3.32	9.47		
394.3		TO	**ROSAMOND** 5.6	77.0	10.48	**8.48**	10.21	f 12.20	11.21	3.08	9.44	3.24	9.39		
399.9			**OBAN** 5.6	71.4		8.41	10.14	12.11	11.12	2.59	9.35	3.15	9.30		
405.5		TO	**LANCASTER** 4.3	65.8	s 10.37	f 8.34	10.07	s 12.04 AM	11.03	2.50	**9.26**	3.06	9.21		
409.8			**DENIS** 4.0	61.5		8.26	9.59	11.39 PM	10.56	2.43	9.19	**2.58**	**9.13**		
413.8		TO	**PALMDALE** 2.5	57.5		8.21	9.54	s 11.34	10.50	**2.37**	9.13	2.51	9.07		
416.3			**HAROLD** 4.2	55.0	10.25	8.17	9.51	11.24	10.44	2.30	9.07	2.45	9.01		
420.5		TO	**VINCENT** 4.5	50.8	10.17	8.09	**9.43**	11.16	10.31	**2.16**	8.54	2.32	8.48		
425.0			**PARIS** 4.0	46.3	**10.09**	7.58	9.32	11.06	10.20	**2.02**	8.42	2.20	8.36		
429.0		TO	**RAVENNA** 5.6	42.3	10.02	7.50	9.24	f 10.57	**10.10**	1.52	8.32	2.10	8.26		
434.6			**RUSS** 4.0	36.7	9.51	7.37	9.11	10.42	9.56	1.38	8.18	1.56	8.12		
438.6 438.8		TO	**LANG** 4.2	32.7		7.29	9.03	f **10.34**	9.46	1.28	8.08	1.46	8.02		
443.0 443.1			**HUMPHREYS** 3.8	28.5	9.36	7.21	8.55	f 10.24	9.35	1.17	7.57	1.35	7.51		
446.9			**HONBY** 3.7	24.7		7.13	8.47	10.16	9.25	1.07	7.47	1.25	7.41		
450.6		TO-R	**SAUGUS** 2.4	21.0	9.22	s 7.06	8.40	s 10.09	9.16	12.58	**7.38**	1.16	7.32		
453.0			**NEWHALL** 3.6	18.6	9.18	**6.56**	8.32	f 9.51	9.10	12.45	**7.25**	1.05	7.22		
456.6			**TUNNEL** 2.6	15.0											
459.2			**SYLMAR** 2.6	12.4	9.08	6.40	8.21	9.38	8.54	12.29	7.09	12.49	**7.06**		
461.8		TO	**SAN FERNANDO** 1.6	9.8	9.03	6.35	8.16	s 9.33	8.48	12.23	7.03	12.43	7.00		
463.4			**PACOIMA** 4.5	8.2		6.30	8.13	9.21	8.45	12.20	7.00	12.40	6.57		
467.9		TO	**ROSCOE** 3.7	3.7		6.25	8.08	s 9.15	8.37	12.12	6.52	12.32	6.48		
471.6		TO	**BURBANK JCT.** (90.6)	0.0	8.52 AM	6.20 PM	8.03 PM	9.10 PM	8.30 PM	12.05 AM	6.45 AM	12.25 PM	6.40 PM		

Time at Glendale, Los Angeles Yard and Los Angeles (LAUPT) for information only.
See Los Angeles Division current timetable for train movements between Burbank Jct. and Los Angeles.

	51	57	59	55	447	801	803	805	807		
GLENDALE	8.43	6.10	7.53	8.57							
LOS ANGELES YARD					8.10 PM	11.40 PM	6.20 AM	12.01 PM	6.15 PM		
LOS ANGELES (LAUPT)	8.25 AM	5.50 PM	7.30 PM	8.30 PM							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
..........Time over District.......... ....Average Speed per Hour..........	(2.10) 41.82	(2.48) 32.36	(2.38) 34.40	(3.30) 25.89	(3.14) 28.02	(3.30) 25.89	(3.30) 25.89	(3.30) 25.89	(3.30) 25.89		

RULE 5. Schedule time and train-order time at Burbank Jct. apply at end of double track.

RULES 86 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 51 and 52.

Track south of main track at Ravenna, known as No. 2 track, must be left clear of cars, to be used for meeting or passing trains when instructed by train order.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Acton..........(Spur)	426.1	11 P

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
57, 59	San Fernando............	Fresno..............	....	Daily
57	Palmdale...............	Fresno..............	Glendale.............	Daily
59	Saugus.................	Fresno..............	....	Daily
59	Lancaster..............	Stockton............	....	Daily
55	Acton..................	Any Station.........	Any Station..........	Daily
55	Any Station............	Any Station (employes)	Any Station (employes)	Daily

No. 51 when requested by RPO clerk reduce speed to 10 MPH or stop at San Fernando, Newhall and Saugus for the safe dispatch of registered coin.

No. 57 reduce speed to 10 MPH at San Fernando to permit mail to be thrown into mail car door.

No. 55 stop at Roscoe and Pacoima for dispatch of U. S. Mail.

FRESNO SUBDIVISION

EASTWARD ↓ — WESTWARD

Timetable No. 168

June 2, 1946

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Famoso
Fresno yd	BKWOTYP	205.5	TO-R	**FRESNO**	104.3
				1.5	
Fresno yd	IP	207.0	TO	**SUNMAID TOWER**	102.8
				6.0	
	YP	213.0		**LOCANS**	96.8
				1.5	
27	P	214.5		**IVESTA**	95.3
				1.4	
80	P	215.9		**CLOTHO**	93.9
				3.9	
Yard Limits 93	WP	219.8	TO	**SANGER**	90.0
				8.2	
		228.0		**AT&SFRy Crossing (Stop)**	81.8
				1.9	
Yard Limits 89	P	229.9	TO	**REEDLEY**	79.9
				5.1	
Yard Limits 54	WP	235.0	TO	**DINUBA**	74.8
				8.6	
		243.6		**AT&SFRy Crossing (Stop)**	66.2
				2.8	
25	P	246.4		**TAURUSA**	63.4
				3.0	
18	P	249.4	TO	**IVANHOE**	60.4
				8.0	
Yard Limits 77	KWYP	257.4	Automatic Block System TO-R	**EXETER**	52.4
				6.9	
Yard Limits 124	P	264.3	TO	**LINDSAY**	45.5
				4.3	
38	P	268.6		**STRATHMORE**	41.2
				5.8	
Yard Limits 48	BKWOYP	274.4	TO-R	**PORTERVILLE**	35.4
				12.7	
72	KP	287.1	TO-R	**DUCOR**	22.7
				7.8	
72	YP	294.9	R	**RICHGROVE**	14.9
				4.1	
25	P	299.0		**JASMIN**	10.8
				10.8	
	KWTP	309.8	TO-R	**FAMOSO**	0.0
				(104.3)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Basic............(Spur)	208.7	28
Goldleaf........(Spur)	209.9	22
State Center (on spur from Goldleaf)......	210.8	8
Butler..........(Spur)	211.8	11
Rusconi.........(Spur)	221.8	4
Fargo...........(Spur)	225.3	9 P
Uva.............(Spur)	227.1	3
Lacjac..........(Spur)	227.9	21 P
Monson..................	239.6	22 P
Lort............(Spur)	254.0	8
Burr............(Spur)	260.5	4
Vance..................	262.8	10
Stout...........(Spur)	265.8	11
Zante...........(Spur)	270.9	13
Lisko...........(Spur)	272.2	10
Ponca...........(Spur)	276.5	6
Lois............(Spur)	278.0	16
Terra Bella..........	282.6	26 P
Orris..................	290.0	23 P
Vestal..........(Spur)	291.5	14
Quality................	295.9	20
Zentner.........(Spur)	302.1	10

EASTWARD ↓ — WESTWARD

Timetable No. 168

June 2, 1946

Success Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Success
Yd. Lmts.	BKWOYP	274.4	TO-R	**PORTERVILLE**	8.0
				1.2	
Yd. Lmts.		275.6		**AT&SFRy Crossing (Stop)**	6.8
				4.4	
21		280.0		**WORTH**	2.4
				2.4	
32		282.4		**SUCCESS**	0.0
				(8.0)	

EASTWARD ↓ — WESTWARD

Timetable No. 168

June 2, 1946

Richgrove Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Jovista
	YP	294.9	R	**RICHGROVE**	4.1
				2.7	
50		297.6		**TROCHA**	1.4
				1.4	
40		299.0		**JOVISTA**	0.0
				(4.1)	

EASTWARD ↓ — WESTWARD

Timetable No. 168

June 2, 1946

Visalia Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Exeter
Yard Limits	WYP	245.3	TO-R	**GOSHEN JCT.**	17.9
				7.8	
Yard Limits	P	253.1		**VISALIA**	10.1
				0.1	
		253.2		**AT&SFRy Crossing (Stop)**	10.0
				5.8	
28	P	259.0		**FARMERSVILLE**	4.2
				4.2	
Yard Limits	KWYP	263.2	ABS TO-R	**EXETER**	0.0
				(17.9)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Ambler..................	255.2	8 P
Rector..........(Spur)	257.3	7

Timetable No. 168

June 2, 1946

Riverdale Branch

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location			STATIONS	WEST-WARD Distance from Goshen Jct.
	P	181.9			**INGLE**	64.6
15		187.2		5.3	**TRANQUILITY**	59.3
37		191.7		4.5	**SAN JOAQUIN**	54.8
34		199.1	TO	7.4	**HELM**	47.4
18		206.3		7.2	**BURRELL**	40.2
18		214.7	TO	8.4	**RIVERDALE**	31.8
		221.1		6.4	**L&WRy Crossing (Stop)**	25.4
		224.2 223.0		3.1	**HARDWICK**	22.3
	Yard Limits WYP	229.1	TO-R	6.1	**ARMONA**	16.2
	I	232.2		3.1	**HANFORD TOWER**	13.1
70	Yard Limits P	232.5	TO	0.3	**HANFORD**	12.8
	Yard Limits WYP	245.3	TO-R	12.8	**GOSHEN JCT.** ↑	0.0
					(64.6)	

Trains must not operate on Riverdale Branch between MP 215 and MP 224.2.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Caldwell..............	195.0	..
Hub...........(Spur)	219.3	6
Shell..........(Spur)	233.9	5
Remnoy................	237.6	35

Timetable No. 168

June 2, 1946

Stratford Branch

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location			STATIONS	WEST-WARD Distance from Stratford
	YP	236.5	R		**ROSSI**	7.6
47		244.1	TO	7.6	**STRATFORD** ↑	0.0
					(7.6)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Cuneo..........(Spur)	239.9	5

Timetable No. 168

June 2, 1946

Coalinga Branch

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location			STATIONS	WEST-WARD Distance from Armona
	Yard Limits BKYP	268.4	TO-R		**COALINGA**	39.1
20	P	266.7		1.7	**ORA**	37.4
21	P	260.0		6.7	**TURK**	30.7
44	P	252.7	TO	7.3	**HURON**	23.4
53	P	246.1		6.6	**WESTHAVEN**	16.8
17	YP	236.5	R	9.6	**ROSSI**	7.2
61	P	233.9	TO	2.6	**LEMOORE**	4.6
41	Yard Limits WYP	229.3	TO-R	4.6	**ARMONA** ↑	0.0
					(39.1)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Vanguard.........(Spur)	244.0	140
Heinlen..........(Spur)	235.4	16

Timetable No. 168

June 2, 1946

Clovis Branch

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location			STATIONS	WEST-WARD Distance from Friant
Fresno yd	BKWOTYP	205.5	TO-R		**FRESNO**	24.4
	I	207.1		1.6	**FRESNO TOWER**	22.8
18		212.9		5.8	**LAS PALMAS**	17.0
		213.2		0.3	**FIRy Crossing (Stop)**	16.7
33		214.9		1.7	**TARPEY**	15.0
24		216.1		1.2	**MELVIN**	13.8
42	W	217.4	TO	1.3	**CLOVIS**	12.5
	Y	220.9		3.5	**PINEDALE**	9.0
43		222.9		2.0	**GORDON**	7.0
	Yard Limits WT	229.9	TO	7.0	**FRIANT** ↑	0.0
					(24.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Barton.........(Spur)	209.4	..
Granz..........(Spur)	211.6	20
Maltermoro.....(Spur)	211.8	45
Vanris..................	213.9	51
Glorietta.......(Spur)	218.5	14
Rockfield.......(Spur)	225.7	70

Timetable No. 168

June 2, 1946

McKittrick Branch

Capacity of sidings in car lengths		Mile Post Location		EASTWARD ↓ STATIONS ↑ WESTWARD	Distance from McKittrick
Bakersfield yard	KIP	313.6	TO-R	**KERN JCT.**	47.0
				3.1	
15		316.7		**STRADER**	43.9
				2.1	
45	P	318.8		**WIBLE ORCHARD**	41.8
				1.7	
7		320.5		**VENOLA**	40.1
				2.1	
20	P	322.6	R	**GOSFORD**	38.0
				5.8	
47		328.4		**STEVENS**	32.2
				7.7	
14		336.1		**RIO BRAVO**	24.5
				10.2	
22		346.3	TO	**BUTTONWILLOW**	14.3
				4.2	
65		350.5		**LOKERN**	10.1
				10.1	
32	Y	360.6	TO	**McKITTRICK**	0.0
				(47.0)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Bakersfield Corrals....	315.3	34 P
Kilowatt........(Spur)	345.4	19
Strand...............	331.0	....

Timetable No. 168

June 2, 1946

Oil City Branch

Capacity of sidings in car lengths		Mile Post Location		EASTWARD ↓ STATIONS ↑ WESTWARD	Distance from Oil City
Bakersfield yd.	YP	308.6	TO-R	**OIL JCT.**	5.1
				5.1	
		313.7		**OIL CITY**	0.0
				(5.1)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Seguro...............	310.5	30
Maltha...............	311.6	14

MOJAVE SUBDIVISION

EASTWARD Capacity of sidings in car lengths		THIRD CLASS 792 Freight Leave Daily Ex. Sunday	SECOND CLASS 790 Freight Leave Daily	Mile Post Location		Timetable No. 168 June 2, 1946 Owenyo Branch STATIONS	Distance from Owenyo	WESTWARD THIRD CLASS 791 Freight Arrive Daily Ex. Monday
Mojave yd	BKWOYP		PM 9.00	380.7	TO-R	**MOJAVE**	143.5	AM 1.50
52			9.04	380.8		1.3 **CHAFFEE**	142.2	1.40
54			9.30	392.9		12.1 **NEURALIA**	130.1	1.05
25	W		10.00	402.5		9.6 **CANTIL**	120.5	12.35
19			10.15	407.5		5.0 **CENEDA**	115.5	12.13 AM
52			10.30	412.2		4.7 **GARLOCK**	110.8	11.55 PM
53			10.55	420.5		8.3 **RAND**	102.5	11.35
Yard Limits 62	Y	AM 12.01	**11.15** PM	428.4	TO-R	7.9 **SEARLES**	94.6	**11.15**
57		12.35		438.3		9.9 **CODE**	84.7	9.50
Yard Limits 54		1.00		447.2		8.9 **INYOKERN**	75.8	9.30
27		1.20		456.3		9.1 **BROWN**	66.7	9.05
43		1.50		468.3		12.0 **LITTLE LAKE**	54.7	8.25
32		2.10		475.6		7.3 **SYKES**	47.4	8.05
32		2.45		488.5		12.9 **LOCO**	34.5	7.35
32		2.55		493.3		4.8 **OLANCHA**	29.7	7.25
32		3.10		497.7		4.4 **CARTAGO**	25.3	7.15
58		4.00		518.8		21.1 **LONE PINE**	4.2	6.15
Yard Limits 45	BKOY	4.15 AM		523.0	TO-R	4.2 **OWENYO**	0.0	6.00 PM
		Arrive Daily Ex. Sunday	Arrive Daily			(143.5)		Leave Daily Ex. Sunday
		(4.14) 22.34	(2.15) 21.73			Time over District Average Speed per Hour		(7.50) 18.32

Water tanks at:
MP 450, MP 484.1 and MP 512.8.

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Saltdale................	408.5	12
Linnie..........(Spur)	460.7	13
Bartlett........(Spur)	509.2	22

(Narrow Gage)

Capacity of sidings in car lengths		EAST-WARD Mile Post Location		Timetable No. 168 June 2, 1946 Keeler Branch STATIONS	WEST-WARD Distance from Keeler
Yard Limits	WOTP	506.8	TO-R	**LAWS**	70.4
20		511.7		4.9 **BIGELOW**	65.5
14	P	522.7		11.0 **ZURICH**	54.5
40		525.5		2.8 **MONOLA**	51.7
20	WP	536.9 536.2		11.4 **ABERDEEN**	40.3
14	WP	550.1		13.9 **KEARSARGE**	26.4
8		555.2		5.1 **MANZANAR**	21.3
Yard Limits	BKOTP	559.8	TO-R	4.6 **OWENYO**	16.7
6		572.2		12.4 **TRAMWAY**	4.3
Yard Limits	BKWY	576.5	TO-R	4.3 **KEELER**	0.0
				(70.4)	

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Mt. Whitney....(Spur)	563.7	14
Alico............(Spur)	568.7	6
Dolomite........(Spur)	570.2	103
Mock............(Spur)	571.4	90

Look out for drifted sand between MP 573 and MP 575.

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service...65 Market St., San Francisco
Fresno...C. P. Clayton, 215 Pacific Southwest Bldg., 1060 Fulton St.
Porterville..........................R. J. Eckman, 303 N. Main St.
Tulare..Jack Farrar
Coalinga...A. Rees
Hanford.................................Hanford Jewelry Co.
Visalia..Sam A. Janzen
Bakersfield...........................Lane's Jeweler, 958½ Baker St.
Bakersfield..........................J. N. Cheney, 408 Hopkins Bldg.
Mojave...C. E. Spicer
Lancaster...L. K. Tindall
Glendale............................J. R. Leaney, 112 W. Broadway
Los Angeles...........Baehr-Bakula Inc., 103 Pacific Electric Bldg.
Los Angeles..................Geo. D. Davidson Co., 445 S. Spring St.
Los Angeles..................O. H. Patzer, 2708 North Broadway
Los Angeles..............Ralph Laraway, 1222 San Fernando Rd.

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 19. AT&SFRy trains will use markers with yellow lens instead of green lens and yellow aspect will be considered the same as green aspect.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must also be displayed. Employes placing such sign and locking switches, only, are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of his train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 99 (C). Will apply on Porterville line, and on all branches.

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Bakersfield and Burbank Jct., or between Mojave and Inyokern, forward brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 105. Abbreviations used for sidings: "E" for eastward, "W" for westward, "M" for middle.

RULE 210 is modified to provide that when using revised train-order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Light will not be displayed in train-order signals on Porterville line and all branches, except when train-order operator is on duty.

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm. The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'Semi-automatic', and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F), or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

"A train, if delayed in the block, must proceed with caution to the next signal."

RULE 535. SPRING SWITCHES

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULE 605. INTERLOCKING

Trains and engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator, and must then run with caution not exceeding 12 MPH to the next signal.

RULES 705 and 707 are revised to read as follows:

"LETTER TYPE INDICATORS

"705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combination of letters may be used.

"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restriction that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track, and in either case train is thereby given superiority over all following trains to the point designated in timetable, but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 824. At any point when train crew or engine crew leave the train for any reason, sufficient hand brakes must be set to hold the train.

RULE 825. When crossings are cut distance of 100 feet on each side of crossing must be left clear, or member of crew must protect traffic until cars are recoupled.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail, or cars not be securely coupled together."

Switching movements from spurs on heavy grades should be accomplished in a manner to make it impossible for cars to run out on main track. Whenever possible engine should be kept on the descending grade end of cars being handled, or switching moves made toward derail. Avoid as far as practicable leaving one car standing alone on grade.

A car must not be handled ahead of engine between stations on descending grade unless chained to the engine.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut, in any portion of train, until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 827. TRAIN INSPECTION

The maximum distance a freight train may run without stopping for inspection is 125 miles, when in the judgment of conductor and engineer it is safe to do so. Inspection will be made at any intermediate stop.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Conductors will notify brakemen of heavy loads in their portion of train which require special attention and frequent inspection of journal boxes.

AIR BRAKE RULES

RULE 17. Speed of freight trains will be reduced or stopped if necessary at points where trainmen are required to handle retainers.

FREIGHT TRAINS

RULE 25. Before a train which has stopped on grade is given signal to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

PASSENGER TRAINS

RULE 46. When streamline trains are controlled on descending grade with electro-pneumatic brake, retainers will not be used.

Electro-pneumatic brake must not be used on Streamliner San Joaquin, and train wire connector between engine and head car must not be applied.

MISCELLANEOUS

1. When necessary for freight trains of over 50 cars to make a short move to reach water or oil column, including that required to spot second engine of double header, engine must be cut off to spot at column.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one AC, AM or MM class engine may be placed on head end of any freight train.

One helper may be placed on head end of trains handled by other class engine, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

The use of SP class engines backing in helper service, should be avoided if possible. When necessary to use them, other helper power must not be used to shove on this class of engine.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

Engines with cars must not be cut off or coupled to a train while same is in motion.

Engines must not be cut off head end of trains while same are in motion.

When helper engine is coupled behind caboose, angle cocks must not be turned and hose separated while train is in motion.

4 (a). Pushing trains out of yards:

No engine will be placed behind wooden underframe cabooses or other wooden frame equipment.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

10. Engines having blind drivers must not exceed 6 MPH over switches having self-guarded frogs and switch-point protectors, and such engines must not operate between Fresno and Famoso via Goshen Jct., nor east of Mojave.

When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited, except that passenger equipment may be placed in head end of mixed trains when carrying military personnel and equipment. This does not refer to a baggage, express, or mail car, or a caboose.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES:

Maximum speed for C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling freight and mixed trains.

Maximum speed for S and SE class engines 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel-electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Class	Running Forward With train	Running Forward Light	Running Backward with train or light
DES-200	30	30	30
DES 1 to 7, 100 to 107	40	40	40

Following AT&SFRy engines must not exceed speed shown below, running forward in any class of service:

Nos. 909 to 999, and 1621 to 1673	32 MPH
Nos. 702 to 707, 797 to 813, 1674 to 1705, 1950 to 1991, and 3129 to 3158	35 MPH

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	20
On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
On Clovis, Riverdale, Coalinga, McKittrick and Arvin Branches	20
(Relief outfits 7014 and 7025 must not be operated on any branch except may be operated on Owenyo branch between Mojave and Searles.)	
On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Nos. 51 and 52 when handling streamlined cars only, with GS, P-7-10-12, or P-8 (except eng. 2470) class engines.

RULE 14 (d). As specified below, — — — — o will be indication that flagman may return from west as prescribed by Rule 99:

Fresno	Trains on Pratton line.
Famoso	Trains on Porterville line.
Ducor	Trains on AT&SFRy.
Exeter	Trains on Visalia Branch.
Goshen Jct.	Trains on Riverdale Branch.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Fresno	Trains on Porterville line and Clovis Branch.
Porterville	Trains on Success Branch.
Rossi	Trains on Stratford Branch.
Goshen Jct.	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.

RULE 21 (C). In Bakersfield and Fresno indicators must be displayed to relief track.

RULE 82 (A). Trains to or from Western Division at Ingle must obtain two clearances; one endorsed "San Joaquin Division" and one endorsed "Western Division".

Eastward trains originating and westward trains terminating Fresno Yard are not required to obtain clearance at Fresno.

Westward trains originating may obtain train orders and check register at Kern Jct. instead of Bakersfield, and need not obtain clearance or check register at Bakersfield.

RULE 83. Identification may be made by trains between Fresno and Calwa Tower to be applied at end of double track, and eastward trains except first-class may identify westward trains except first-class between Fresno Yard and Fresno to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83 (A). At the following stations only the trains indicated will register:

Fresno Yard	Trains originating or terminating.
Fresno	Trains originating or terminating.
Oil Jct.	Trains originating or terminating.
Famoso	Trains to or from Porterville line.
Goshen Jct.	Trains to or from Visalia and Riverdale Branches, and extra trains originating or terminating.

Operator Fresno will report arrival and departure of all trains originating or terminating at Fresno to operator Fresno Yard who will enter on register and verify by repeating registration.

Operator Bakersfield will report arrival and departure of all regular trains originating or terminating on Fresno Subdivision to operator Kern Jct. who will enter on register and verify by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Bakersfield	No. 51 and eastward first-class trains except No. 56.
Famoso	Trains to or from Porterville line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
206.32	Fresno (Pratton-Bakersfield line)	210.79
208.44	" (Biola-Porterville line)	208.15
199.07	" (Merced-Clovis line)	209.60
219.34	Selma	221.61
224.72	Kingsburg	226.41
238.47	Goshen Jct.	240.18
244.60	" (Hanford-Visalia line)	246.08
249.22	Tulare	250.82
280.01	Delano	281.55
307.66	Bakersfield	321.09
	" (McKittrick Branch)	315.67
219.01	Sanger	220.47
229.09	Reedley	230.78
234.31	Dinuba	235.72
256.33	Exeter	257.96
262.09	" (Visalia Branch)	
263.40	Lindsay	265.00
274.28	Porterville	275.72
	" (Success Branch)	275.97
228.83	Armona	229.57
229.83	" (Coalinga Branch)	
231.72	Hanford	233.12
251.83	Visalia	254.05
	Coalinga	267.82
228.54	Friant	

Fresno. Trains or engines will not move against current of traffic on double track, except on authority of yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags installed, protecting crossings during movements, except where crossing watchman located.

Trains must receive proceed signal from yardman, green flag by day and green light by night, between Tulare St. (east of passenger station) and Merced St. (west of passenger station).

Westward trains via Pratton line must receive signal from yardman at Divisadero St., green flag by day and green light by night.

When Signal 2046 on Pratton line, or Signal 2042 on eastward track displays stop indication train must stop, and after proceed signal received from yardman, green flag by day and green light by night, may then proceed as prescribed by Rules 509 (F) and 513.

RULE 98. Railroad crossings at grade not interlocked:

AT&SFRy, MP 228.04 east of Lacjac. STOP.

AT&SFRy, MP 243.61 west of Taurusa. STOP.

Yellow reflector buttons on "One Mile" slow boards, and red reflector buttons on Stop boards approaching above crossings serve as warning signals and do not require application of Rules 10 (G) or 10 (H).

AT&SFRy, MP 253.21 east of Visalia. STOP and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed.

L&WRy, MP 221.01 east of Hub. STOP.

AT&SFRy, MP 275.66 east of Porterville, on Success Branch. STOP.

FIRy, MP 213.23 east of Las Palmas. STOP.

RULE 103 (A). Trains and engines must stop and member of crew must protect traffic while moving over following streets and highways:

Selma	Highway US 99, on Grant-Pacific rock spur.
On spur from Goldleaf	Peach Ave., and Butler Ave.
Armona	Lake St., while switching.
Visalia	Goshen Ave. on Creamery spur when making reverse movement.
Tipton	If train or engine stands within 100 feet of County road crossing or Western Dairy Products crossing to meet or be passed by a train, traffic must be protected by flagman.
Bakersfield	30th St. on McCarthy Tank spur.
Bakersfield	Highway US 99, on freight station spur. Crossing must be cleared as quickly as possible.

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:

Fresno Yard	End double track, for eastward track.
Fresno	Pratton line, for eastward track.
Fresno	Clovis Branch, for drill track.
Fresno	Drill track, for Porterville line.
Goshen Jct	Visalia Branch, for Tulare line.
Goshen Jct	Riverdale Branch, for No. 3 siding.
Famoso	Porterville line, for Tulare line.
Oil Jct	Oil City Branch, for siding.
Oil Jct	AT&SFRy, for Tulare line.
Armona	Riverdale Branch, for Coalinga Branch.
Rossi	Stratford Branch, for siding.
Ingle	Riverdale Branch, for siding.
Exeter	Visalia Branch, for siding.
Exeter	VERy, for Porterville line.
Porterville	Success Branch, for Porterville line.
Porterville	AT&SFRy, for Success Branch.
Ducor	AT&SFRy, for siding.
Richgrove	Richgrove Branch, for siding.
Gosford	McKittrick Branch, for Sunset Ry.

DERAILS IN MAIN TRACK:

Goshen Jct	On Visalia Branch, 250 feet east of junction switch.
Porterville	On Success Branch, 310 feet east of junction switch.
Coalinga	MP 268.7.
McKittrick	East wye switch is spring switch and serves as derail.

RULE 105. Goshen Jct. Siding No. 1 is first track north of Tulare line main track and is assigned for use by westward trains.

Siding No. 2 is second track north of Tulare line main track and is assigned for use by eastward trains.

Siding No. 3 is track south of Tulare line main track, extending between MP 239.1 and MP 239.7 and may be used by trains in either direction.

Famoso. First track north of Goshen Jct.-Bakersfield main track, between junction switch (Signal 2929) and Signals 2916-3087 is designated as Porterville line main track, and will be used by trains in both directions on Porterville line, and as a siding for eastward trains on Goshen Jct.-Bakersfield line, and is not protected by block signals. Trains from Porterville line will stop to clear crossover at Signals 2916-3087 and if track is seen to be clear, may proceed with caution not exceeding 12 MPH to junction switch. Trains to Porterville line will proceed with caution not exceeding 12 MPH from junction switch to crossover, Signals 2916-3087. Normal position of inside switch of crossover, Signals 2916-3087 will be for movement to Porterville line.

Track south of Goshen Jct.-Bakersfield main track is designated as westward siding and assigned for use by westward trains on Bakersfield-Goshen Jct. line.

RULE 221. Westward trains are not required to obtain clearance at Calwa Tower.

RULE D-251. Will apply on both tracks between Calwa Tower and Fresno Yard.

RULE 505. AUTOMATIC BLOCK SYSTEM

Fresno: Track between Tuolumne St. and Ventura Ave. not protected by block signals.

Famoso: Trains on Porterville line stopped by Signal 3102 must line junction switch to Tulare line before applying block signal rules to proceed.

Bakersfield: Eastward passenger trains may pass dwarf Signal 3132 displaying stop indication without stopping when necessary to clear Baker St. crossing. Enginemen must see that switches are in proper position immediately east of signal and must move with caution.

RULE 516. Overlap posts:

Cross......Westward trains, opposite fouling point east switch.

RULE 535. Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

Location		Normal Position	MPH
Fresno	Junction switch, Clovis Branch	Drill track	10

Switch position indicator at the above spring switch does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

Switch position indicator at spring switch leading from back lead to inbound engine track Bakersfield, does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

There are other spring switches on roundhouse leads and yard tracks in Fresno and Bakersfield yard limits.

RULE 605. INTERLOCKING

Biola Jct. Limits extend on Merced line from 675 feet west of junction switch, and on Biola line from 575 feet west of junction switch, to 930 feet east of junction switch on Merced line, and to dwarf signal 290 feet east of junction switch on No. 1 drill track.

Trains and engines stopped by signals will call signal operator at train-order office Fresno Yard by telephone and be governed by his instructions. Telephones and instructions for hand operation of dual control switches are located in battery house at junction switch and at derail on Biola line.

Dwarf signal on 7½-foot mast on No. 1 drill track will display green aspect for movement to Merced line, yellow aspect for movement to Biola line.

Fresno Tower—AT&SFRy Crossing. Whistle signals:

For main track, —.

To or from spur track, o — —.

Sunmaid Tower—AT&SFRy Crossing. Whistle signals:

For main track, —.

Calwa Tower—AT&SFRy Crossing, and end double track. Whistle signals:

Eastward trains, — o —.

Westward trains, —.

To or from Cotton Compress spur, o — o.

Hanford Tower—AT&SFRy Crossing, MP 232.2 west of Hanford. Whistle signals:

For main track, —.

Tulare Tower—AT&SFRy Crossing. Whistle signals:

For main track, —.

GENERAL REGULATIONS

RULE 869. Forward brakeman will ride on top of freight trains entering and leaving terminals and through interlockings.

From McKittrick to Lokern rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, instead of riding on top of train.

RULE 827. TRAIN INSPECTION

All passenger trains, except Regular Nos. 55 and 56, must stop at Tulare, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

Between Bakersfield and Fresno freight trains may operate from one water stop to another for inspection, when in the judgment of conductor and engineer it is safe to do so, except that westward trains handling loaded oil cars must stop at some point between Famoso and Delano (inclusive) for inspection. Speed of 30 MPH must not be exceeded from point where loaded oil cars are picked up to first inspection stop.

AIR BRAKE RULES

RULE 17. Retaining valves will be turned up on freight trains as follows:

McKittrick to Lokern......One valve for each 115 Ms.

FREIGHT TRAINS

RULE 25. Rear end test on McKittrick Branch must be made in accordance with paragraph (c).

PASSENGER TRAINS

RULE 39. Leaving Bakersfield, running test must not be made until rear car has cleared Baker St.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-F-AC-AM-MM-Mt-GS-SP	Traver—Corral track.
F-AM-MM-Mt-GS-SP	Vinland—Spur.
F-AM-MM-Mt-GS-SP	Bakersfield—Tracks 8, 9, 10, 11, 12.
All	Glorietta—Spur, beyond road crossing.
All	Bakersfield—May switch McCarthy Tank spur only during daylight hours, and cars and engines must stop before entering their building.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Octol, Ivesta, Lois, Terra Bella, Fargo, Butler or Taurusa without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Load limit (car and contents):

Fresno-Famoso (via Exeter)......210,000 pounds.

Success, Richgrove, Visalia, Clovis, Riverdale, Stratford, Coalinga, McKittrick and Oil City Branches......210,000 pounds.

22. Flood lights over Highway US 99 across Cotton Compress spur, Calwa, and over highway crossing spur track west of Jensen Ave., Fresno, are operated from switches located in box on power pole on main track side of highway. When these crossings are to be used trainman must close floodlight switch before cars foul the highway, and open the switch after completing use of the track.

30. Employes operating over AT&SFRy and FIRy tracks will be governed by current book of rules, timetable and bulletins of AT&SFRy.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
253.5	West of Lort	Kaweah River bridge—Side

SPEED RESTRICTIONS

The following maximum speed will apply to Nos. 51 and 52 with all streamlined equipment when handled by GS, Mt, or P-7-10-12, or P-8 (except eng. 2470) class engines:

	GS and P Class	Mt Class
MP 210 and Oil Jct, except	75	70
Over AT&SFRy crossing, Tulare Tower	40	40

The following head-end cars will be considered streamlined equipment: 4119, 5065 to 5070, 5123 to 5125, 5127 to 5138, 5161 to 5163, 6083, 6085.

No. 446 (VME), No. 447 (VMW) and No. 402 (BM) may make maximum speed of 50 MPH using ordinary box cars, in territory where maximum freight and mixed train speed is shown as 40 MPH.

S and SE class engines must not exceed 12 MPH along or across any street in Fresno city limits.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches, except	10
On wye and packing house tracks at Locans	6
On spur leading from Pinedale, on curves	10
On spur leading from Pinedale, on tangents	20

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4 5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars AT&SFRy. All Engs.
2, 3	Biola Jct.-MP 210, except	40	40	40	40	40	40	40	35	30	40	35	35	30	30	25
	Fresno Yard, eastward trains through turnout end double track	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	*Fresno, along or across street crossings	20	20	20	20	20	20	20	20	20	12	12	12	12	12	12
	Interlocking limits, Calwa Tower	35	35	35	35	35	35	35	35	30	35	35	35	30	30	25
	MP 210-Oil Jct., except	65	65	60	50	50	40	40	35	40	40	35	35	30	30	25
	*MP 214.48-MP 215.57, Fowler, 6 AM-9 PM	45	45	45	45	45	40	40	35	30	30	30	30	30	30	25
	*MP 214.48-MP 215.57, Fowler, 9 PM-6 AM									40	40	35	35	30	30	25
	*MP 220.04-MP 221.30, Selma, 5 AM-11 PM	45	45	45	45	45	40	40	35	40	40	35	35	30	30	25
	*MP 225.17-MP 226.01, Kingsburg, 6 AM-9 PM	45	45	45	45	45	40	40	35	30	30	30	30	30	30	25
	*MP 225.17-MP 226.01, Kingsburg, 9 PM-6 AM	45	45	45	45	45	40	40	35	40	40	35	35	30	30	25
	Over AT&SFRy crossing, Tulare Tower	40	40	40	40	40	40	40	35	40	40	35	35	30	30	25
	*MP 249.21-MP 250.73, Tulare, 5 AM-11 PM	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	*MP 249.21-MP 250.73, Tulare, 11 PM-5 AM	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	*MP 279.16-MP 281.45, Delano, 6 AM-6 PM	40	40	40	40	40	40	40	35	30	30	30	30	30	30	25
	Oil Jct.-MP 311	50	50	50	50	50	40	40	35	30	20	20	20	20	20	20
	MP 311-Bakersfield, except	35	35	35	35	35	35	35	35	20	20	20	20	20	20	20
	Entering street crossings in Bakersfield	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
8	Fresno-Famoso, via Sanger, except	40	40	40	40	40	40	40	35	30	30	30	30	30	20	20
	On curves at MP 218.54 and MP 218.74	35	35	35	35	35	35	35	35	30	20	20	20	20	20	20
	*MP 229.16-MP 230.66, Reedley, 5 AM-11 PM	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	*MP 256.80-MP 257.89, Exeter, 5 AM-11 PM	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	*MP 263.42-MP 264.84, Lindsay, 5 AM-11 PM	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	On curve west of Orris	35	35	35	35	35	35	35	35	30	20	20	20	20	20	20

*At Fowler, Selma, Kingsburg, and Delano, speed may be resumed after engine has passed last crossing within city limits in direction train is moving.

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING	SWITCH ENGINE S-SE CLASS
8	Porterville-Success, except	15	15	15	15	15
	On curves	12	12	12	12	12
	Richgrove-Jovista, except	25	25	25	15	20
	On curves	15	15	15	15	15
	Goshen Jct.-Exeter, except	40	30	30	15	20
	On curves at Goshen Jct. and Ambler	30	20	20	15	20
	*MP 251.87-MP 253.92, City limits, Visalia	15	15	15	15	15
9	Armona-Coalinga, except	25	25	25	15	20
	*MP 229.46, over Lake St., Armona	20	20	20	15	20
	Hardwick-Goshen Jct.	25	25	25	15	20
	Ingle-Hardwick	20	20	20	15	20
	Rossi-Stratford	25	25	25	12	20
	Fresno-Gordon, except	25	25	25	15	20
	On curves at Barton and Maltermoro	20	20	20	15	15
	Over Fresno Interurban tracks, Las Palmas	15	15	15	15	15
	Gordon-Friant	20	20	20	15	15
10	Kern Jct.-McKittrick	25	25	25	15	20
	Oil Jct.-Oil City	10	10	10	10	10

*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield and Fresno via Goshen Jct.	Famoso and Fresno via Exeter	Friant to Fresno	Fresno to Friant Goshen Jct. and Exeter Richgrove and Jovista Oil Jct. and Oil City	Bakersfield to McKittrick	Coalinga to Armona Rossi and Stratford Ingle and Goshen Jct. Porterville and Success McKittrick to Bakersfield	Armona to Coalinga	
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	2500	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	3600	....	....	....	....	....	....	....
E-23	1500 and 1502	3100	2450	....	....	....	....	....	....
M-4	1617 to 1713	4150	3300	1910	2300	1070	3600	2450	....
M-6, 8	1721 to 1803, 1823 to 1825	4850	3800	2250	2700	1280	4300	2900	....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5100	4050	2350	2900	....	4500	3100	....
M-11	1832 to 1835	5300	4200	....	....	....	....	....	....
T-1	2242 to 2271	3450	2700	1600	2000	900	3150	2100	....
T-8, 9	2161, 2174 and 2178	2500	1950	....	....	....	....	....	....
T-23	2301 to 2310	5050	4000	2350	2900	....	....	....	....
T-26	2283 to 2299	4450	3500	....	....	....	....	....	....
T-28, 31	2311 to 2362	5550	4400	2600	3200	....	....	....	....
T-32, 40	2363 to 2384	5700	4500	....	....	....	....	....	....
T-36	2103	3750	2950	....	....	....	....	....	....
T-37	2105 and 2106	5050	4000	....	....	....	....	....	....
T-57, 58	2385 and 2386	4450	3500	....	....	....	....	....	....
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	4600	3600	2100	2550	....	....	....	....
P-1	2400, 2403 to 2407 and 2415	4800	3750	2200	2700	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5000	3950	2300	2800	....	....	....	....
P-6	2453, 2454 and 2458	5650	4450	....	....	....	....	....	....
P-7	2476 and 2477	6000	4750	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	6250	....	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	6250	....	....	....	....	....	....	....
P-11	3100 to 3109	4900	3850	....	....	....	....	....	....
P-12	3120 to 3129	6600	....	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6100	4800	....	....	....	....	....	....
C-15, 32	2500, 2505 to 2507	3900	3100	....	....	....	....	....	....
C-17	2510 and 2511	4800	3800	....	....	....	....	....	....
C-18	3400 to 3409	5600	4450	....	....	....	....	....	....
C-19	3410 to 3426	5850	4650	....	....	....	....	....	....
TW-1	2900 to 2913	4650	3700	2200	2700	1250	4150	2800	....
TW-2, 3	2932 to 2952	3750	2950	1750	2150	975	3350	2250	....
TW-4, 6	2926 to 2931 and 2957	3550	2800	1650	2040	900	3175	2150	....
TW-8	2914 to 2923	5150	4050	2400	2950	1350	4550	....	....
A-3	3029	3600	2800	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3600	2850	....	....	....	....	....	....
A-6	3000 to 3003	4400	3450	....	....	....	....	....	....
Mk-2, 4	3201 to 3240	6900	5400	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	7800	6200	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	8550	6750	....	....	....	....	....	....
Mk-10	3295	6550	5200	....	....	....	....	....	....
Mk-11	3297 and 3298	6300	5000	....	....	....	....	....	....
F-1	3600 to 3652	8900	....	....	....	....	....	....	....
F-3	3653 to 3667	10200	....	....	....	....	....	....	....
F-4, 5	3668 to 3769	10200	....	....	....	....	....	....	....
AM-2	3900 to 3911	10150	....	....	....	....	....	....	....
MM-3	3930 and 3931	11800	....	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	12300	....	....	....	....	....	....	....
AC-4, 5	4100 to 4125	16000	....	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	17000	....	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	8350	....	....					
Mt-2	4385 to 4390	8800	....	....					
GS-1, 2	4400 to 4415	9000	....	....					
GS-3, 4, 5, 6	4416 to 4469	9200	....	....					
SP-1, 2, 3	5000 to 5048	12000	....	....					
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6						
	45 Ms to 55 Ms	3	3						
	More than 55 Ms	0	0						

C class engines may operate on McKittrick Branch between Kern Jct. and MP 315.67.

Eng. 1826 may operate on McKittrick Branch.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 3. Conductors on eastward AT&SFRy trains show on reverse side of register ticket left at Kern Jct. watch comparison made at AT&SFRy station Bakersfield, also comparison with engineers.

RULE 14 (e). As specified below — — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:

Magunden	Trains on Arvin Branch.
Mojave	Trains on Owenyo Branch.

RULE 21 (C). In Bakersfield indicators must be displayed to relief track.

RULE 82 (A). Trains will not be required to obtain clearance at Kern Jct. and Bakersfield, except trains originating, or receiving orders at these stations.

RULE 83 (A). Operator Kern Jct. will report arrival and departure of AT&SFRy first-class trains to SP operator Bakersfield, who will enter on register and verify by repeating registration.

Operator Kern Jct. will report arrival and departure of all scheduled trains to AT&SFRy operator Bakersfield, who will enter on SP register and verify by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Bakersfield	No. 51, and eastward first-class trains except No. 56.
Kern Jct.	AT&SFRy trains, SP first-class trains and westward light engines.
Mojave	All trains not required to stop for other reasons.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following stations:

West MP		East MP
307.66	Bakersfield	321.09
	” (Arvin Branch)	317.02
328.09	Arvin	
358.97	Tehachapi	362.62
367.72	Eric	368.97
378.87	Mojave	382.43
	” (Owenyo Branch)	381.60

Mojave: First-class trains are authorized to move between Signals 3802 and 3817 by block signal indications which will supersede the superiority of trains, but must move with caution and see that switches are properly lined between these points. If Signal 3802 displays stop indication, train must stop, and if proceed signal received from yardman, green flag by day and green light by night, may then proceed with caution, not exceeding 12 MPH to next signal.

Eastward trains except first-class may pass Signal 3802 displaying stop indication if flashing white light also displayed on signal mast, moving with caution, not exceeding 12 MPH.

Following whistle signals will be sounded by eastward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —.

AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

RULE D-97 (A). Applies between Kern Jct. and Bena, and between Tehachapi and Mojave.

Extra trains originating Eric and Summit will respect run late and other non-restrictive orders held.

RULE 104. The normal position of switches at the end of double track and at junctions, is as follows:

Magunden	Arvin Branch, for eastward track.
Mojave	End of double track, for westward track.
Mojave	Owenyo Branch, for westward track.

RULE D-251. Will apply on westward track, Bena to Kern Jct.

Authority may be conferred by train dispatcher by message, or by telephone, to conductor or engineer of an inferior train to run ahead of an overdue first-class train on eastward track Kern Jct. to Bena, or on either track between Tehachapi and Mojave.

RULE 505. AUTOMATIC BLOCK SYSTEM

Warren: Siding is within block system limits. When dwarf signal at either end of siding indicates "stop", trains entering siding must be preceded by flagman.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3546 P-3556	Slide detector fence between Tunnels 14 and 15	P-3557

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

			MPH	
Location		Normal Position	Facing	Trailing
Bena	West end siding	Westward track	25	10
Caliente	West end westward siding	Eastward siding	15	15
Caliente	East end eastward siding	Westward siding	15	15
Bealville	West end westward siding	Eastward siding	15	15
Bealville	East end eastward siding	Westward siding	15	15
Marcel	West end westward siding	Eastward siding	15	15
Marcel	East end eastward siding	Westward siding	15	15
Tehachapi	West end No. 2 siding	Controlled siding	15	15
Summit	East end siding	Eastward track	25	10

Switch position indicator at spring switch leading from back lead to inbound engine track Bakersfield, does not indicate track occupancy. When indicator displays red aspect, or is not lighted, careful examination of switch must be made before passing over same in eastward direction.

There are other spring switches on roundhouse leads and yard tracks in Bakersfield and Mojave yard limits.

RULE 605. INTERLOCKING

Kern Jct. Tower—AT&SFRy junction switch, McKittrick Branch junction switch, and end of double track. Whistle signals:

For main track, —.
To or from McKittrick Branch, — o —.
From SP to AT&SFRy main track, o — —.
Between main track and transfer track, o — o.
To or from No. 1 track, o o — o.

Westward dwarf light signals at end of double track display green aspect for movement to SP single track, and yellow aspect for movement to AT&SFRy westward track, or to SP No. 1 track.

Eastward dwarf signal at west interlocking limit displays green aspect for movement to eastward track, and yellow aspect for movement against current of traffic to westward track.

At Kern Jct. only, Rule 628 is modified to permit movement without stopping, of helper cuts only, past interlocking signals displaying stop indication, provided yellow signal is received from signal operator from tower or on ground, and helper engineer sees that switches are properly lined for movement to be made.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	D-3262	Bena	Proceed to C.T.C. limit.
S	D-3262	Bena	Enter siding.
M	3273	West end siding Bena	Enter westward track and proceed to Bakersfield.

Train on siding Bena must not enter westward track until letter "M" on dwarf signal 3273 is illuminated.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from end of double track Bena to end of double track Tehachapi.

Eastward trains stopped by absolute signal at Bena may recall flagman when flashing white light displayed on signal, and prepare to start when signal clears.

Signal line between MP 325.2 and MP 340.5 carries 2300 volts, and if blown down or knocked down must not be touched, but dispatcher must be notified immediately.

Eastward and westward signals on siding at middle crossovers at Rowen have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding beyond crossover switches without securing telephone permission from dispatcher, but must expect to find a preceding train at any point on siding.

Controlled siding at Tehachapi extends from west switch to fouling point just west of end of double track.

No. 2 siding at Tehachapi is not a controlled siding, but has an electric lock on east switch which must be released by signal operator at Tehachapi before it can be hand-thrown.

Westward absolute signal on westward track at entrance to C.T.C. at Tehachapi has call-on unit which, when flashing yellow authorizes a train, after stopping, to pass signal without securing telephone permission from dispatcher, provided train is to enter No. 2 siding, or is to move through switch to No. 2 siding in order to enter No. 3 track, but must expect to find a preceding or opposing train on either track at any point.

Electric locks on switches at east and west end of house track Caliente; on switch to spur at Rowen; and on west switch of house track at Tehachapi, must be released by dispatcher before they can be hand-thrown. Instructions for operation of electric locks are posted inside of lock-box doors.

Westward absolute signal at east end of Caliente has call-on unit which may display flashing yellow light authorizing train to pass signal when making switching moves into house track after electric lock has been released and switches properly lined.

RULE 763. Revised to read as follows:

"Train indicators, signals and markers must be displayed through centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings."

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:

Mojave: On passenger trains, if road engine is to be detached set two brakes on east end and two brakes on west end for each 16 cars or fraction thereof. When train is set out to tie up, at least half of the brakes must be set, but never less than two.

On eastward freight trains of 72 cars or less set 10 brakes on east end and 10 in the middle. On trains of 73 cars or more set 15 brakes on east end and 15 in the middle.

On westward freight trains of 72 cars or less set 10 brakes on east end, five in the middle and five on west end. On trains of 73 cars or more set 15 brakes on east end, 10 in the middle and five on west end.

Caliente and Woodford when taking water: On eastward freight trains first helper will spot for water and if road engine is to be detached five brakes must be set ahead of this helper, five behind road engine and five ahead of second helper.

At points where hand brakes must be set on freight trains such brakes must be securely set, using standard brake club to set staff brakes, after train has stopped. When necessary to release hand brakes to move portion of the cars, the same number must be set on remaining cars to replace them.

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Bena
Ilmon
Caliente
Allard
Bealville
Cliff
Rowen
Woodford
Walong
Marcel
Cable
Tehachapi
Summit

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 869. All except rear swing, and rear brakeman will ride on top of train near middle of their portion, entering and leaving terminals and through interlockings; also Summit to Mojave, and Summit to Ilmon, and at other places as instructed by conductor. Between Ilmon and Mojave in both directions rear swing brakeman, at the discretion of conductor may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, between these two stations.

RULE 873. Engines must not be blown out while passing C.T.C. relay shelters.

Engines with side blow-off cocks must not be blown out between MP 374 and MP 376.

RULE 883. Light engines must be left on No. 3 track at Tehachapi while crews are eating.

RULE 827. TRAIN INSPECTION

Trains handled by Diesel-electric engines with four units of dynamic brakes working, handling not to exceed 6,000 Ms Tehachapi to Caliente, or 5,000 Ms Summit to Mojave, need not use retainers, and need not stop for inspection. Engineer must have made at least one trip with AT&SFRy Road Foreman of Engines and have been instructed in handling train under these conditions. Conductor will advise dispatcher from Mojave or Kern Jct. if train is to be so operated.

Other freight trains may make continuous run Tehachapi to Woodford; or Cable to Rowen; or Marcel or Walong to Cliff; and succeeding run to Caliente where retainers must be turned down and running inspection made after stopping. Before making continuous run Cable to Rowen train must stop at Cable five minutes or more, and before making continuous run Marcel or Walong to Cliff train must stop at Marcel or Walong 10 minutes or more. After making continuous run Tehachapi to Woodford train must stop at Woodford 10 minutes; and after making continuous run Cable to Rowen must stop at Rowen 10 minutes; and after making continuous run Marcel or Walong to Cliff must stop at Cliff 10 minutes.

Trains of all passenger equipment and caboose may make continuous run Tehachapi to Bakersfield, provided retainers are not used on caboose.

All passenger trains, except regular No. 56, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

Westward light engines equipped with tire coolers, except AC class, are not required to stop for inspection between Tehachapi and Caliente. AC class and engines not equipped with tire coolers must stop sufficient length of time at some point between Cable and Bealville for one inspection.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains Cameron to Mojave, and on westward trains Tehachapi to MP 337.1, except that when Nos. 51 and 52 have not to exceed three head end cars, and other trains have not to exceed two head end cars, all accessible retainers will be used, unless more are requested by engineer.

Retainers on head end cars on any eastward train may be turned up at Tehachapi or Summit instead of Cameron.

Retainers will be used on freight trains as follows:

One valve for each 100 Ms in train on eastward trains Cameron to Mojave and on westward trains Tehachapi to Caliente, except those trains handled by Diesel-electric engines as provided in instructions under Rule 827.

Westward freight trains will turn up retainers at west end of Tehachapi if not required to stop before entrance to C.T.C. System.

If not sufficient cars in train to make an average of 100 Ms per retainer Cameron to Mojave, or Tehachapi to Caliente, all retainers in train will be turned up.

Eastward freight trains may turn up retainers at Summit instead of Cameron, but if train brakes have been applied after retainers were turned up, speed of 20 MPH must not be exceeded Summit to one mile east of Cameron.

Retainers must not be turned down on eastward freight trains entering Mojave until train stops on designated track.

If all retainers in train not already required, three additional retainers must be used for each helper engine in train on descending grade.

FREIGHT TRAINS

RULE 25. Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Summit and Mojave; and by westward trains that stop at Eric.

Trains not required to stop at Summit must make running air brake test between siding switches, unless rear end test has been made at Tehachapi, Monolith or Eric. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer, while working steam will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

RULE 33. The maximum tonnage per operative brake Tehachapi to Caliente and Cameron to Mojave is 125 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made at Summit, except that if road test as prescribed by Rule 38, and running test have been made at or after leaving Tehachapi on eastward trains running test will not be required at Summit on those trains.

MISCELLANEOUS

1. Water supply at Bealville is for emergency use only.

4. Eastward freight trains stopped on siding at Summit will, after cutting out helpers, move to east end of siding promptly.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
F-AM-MM-Mt-GS-SP	Bakersfield—Tracks 8, 9, 10, 11, 12.
Mk-F-AC-AM-MM-Mt-GS-SP	Bena—Spur.
All	Monolith—Tracks 2 and 3 between east and west end of Cement plant.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Warren or Cameron without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Load limit (car and contents):

Arvin Branch.........200,000 pounds.

23. Westward trains entering middle siding at Warren or Monolith must line switches in the following order: Westward main track switch first; inside switch next; then derail. After train is in siding, switches must be lined in the following order: Westward main track switch first; derail next; then inside switch.

SPEED RESTRICTIONS

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches, except	10
Trains and light engines, with engine running forward, entering, leaving and passing through controlled sidings	15

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*) AT&SFRy: Mt; Diesel-Elec.	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*) AT&SFRy: 3160-3287; 4000 series; 4100 series.	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 AT&SFRy: 3800 series	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS AT&SFRy: Mt; Diesel-Elec.	T-26 32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP AT&SFRy: 3160-3287: 3800, 4000 & 4100 series	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E Mk A F T Mt P GS C SP TW	M AC AM-2 MM-3 Gas-elec. cars AT&SFRy: All engs.
4, 5	Bakersfield-MP 314.6, except	35	35	35	35	35	35	35	35	20	20	20	20	20	20	20
	Entering street crossings in Bakersfield	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	AT&SFRy trains and westward SP trains thru Kern Jct. interlocking	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	MP 314.6-MP 325.6	55	55	55	50	50	40	40	35	40	40	35	35	30	30	25
	MP 325.6-MP 326	40	40	40	40	40	40	40	35	40	40	35	35	30	30	25
	MP 326-MP 327.96, except	50	50	50	50	50	40	40	35	40	40	35	35	30	30	25
	Eastward over switch end double track, Bena	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
	MP 327.96-MP 331	50	50	50	50	50	40	40	35	35	40	35	35	30	30	25
	MP 331-End double track Tehachapi, except	25	25	25	25	25	25	25	25	20	25	25	20	20	15	15
	Eastward, west switch Tehachapi to end double track	50	50	50	50	50	40	40	35	35	35	35	35	30	30	25
	End double track Tehachapi-MP 371.4, except	50	50	50	50	50	40	40	35	35	35	35	35	30	30	25
	Westward through crossover end double track Tehachapi	25	25	25	25	25	25	25	25	20	25	25	25	25	25	25
	MP 371.4-MP 380.0, except	30	30	30	30	30	30	30	30	20	25	25	25	25	20	20
	Train No. 52 (San Joaquin)	45	45	45	45	45	40	40	35	...	...	...	...	...	...	...
	Westward freight trains and light engines, Mojave to MP 371.4	...	...	...	...	...	...	...	...	35	30	30	30	30	30	20
	Westward passenger trains, Mojave to MP 376.5	55	55	55	50	50	40	40	35	...	...	...	...	...	...	...
	Westward passenger trains, MP 376.5 to MP 371.4	40	40	40	40	40	40	40	35	...	...	...	...	...	...	...
	MP 380.0-Mojave, except	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20
	Eastward through crossover end double track, Mojave	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING	SWITCH ENGINE S-SE CLASS
4	Magunden-Arvin, except	25	25	25	25	20
	On curves	15	15	15	15	15

TEHACHAPI SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bakersfield to Mojave	Mojave to Bakersfield	Magunden and Arvin					
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	350	350	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	600	600	....	....	....	....	....	....
E-23	1500 and 1502	380	470	....	....	....	....	....	....
M-4	1617 to 1713	580	680	2300	....	....	....	....	....
M-6, 8	1721 to 1803, 1823 to 1825	700	820	2700	....	....	....	....	....
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	760	890	2900	....	....	....	....	....
M-11	1832 to 1835	780	910	....	....	....	....	....	....
T-1	2242 to 2271	470	560	2000	....	....	....	....	....
T-8, 9	2161, 2174 and 2178	320	390	....	....	....	....	....	....
T-23	2301 to 2310	730	850	2900	....	....	....	....	....
T-26	2283 to 2299	610	730	....	....	....	....	....	....
T-28, 31	2311 to 2362	820	950	3200	....	....	....	....	....
T-32, 40	2363 to 2384	860	990	....	....	....	....	....	....
T-36	2103	560	660	....	....	....	....	....	....
T-37	2105 and 2106	740	870	....	....	....	....	....	....
T-57, 58	2385 and 2386	650	750	....	....	....	....	....	....
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	630	740	2550	....	....	....	....	....
P-1	2400, 2403 to 2407 and 2415	630	750	2700	....	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	690	800	2800	....	....	....	....	....
P-6	2453, 2454 and 2458	810	940	....	....	....	....	....	....
P-7	2476 and 2477	860	1000	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	830	980	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	830	980	....	....	....	....	....	....
P-11	3100 to 3109	660	770	....	....	....	....	....	....
P-12	3120 to 3129	900	1050	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	900	1050	....	....	....	....	....	....
C-15, 32	2500, 2505 to 2507	590	690	....	....	....	....	....	....
C-17	2510 and 2511	750	880	....	....	....	....	....	....
C-18	3400 to 3409	870	1000	....	....	....	....	....	....
C-19	3410 to 3426	890	1050	....	....	....	....	....	....
TW-1	2900 to 2913	700	820	2700	....	....	....	....	....
TW-2, 3	2932 to 2952	540	640	2150	....	....	....	....	....
TW-4, 6	2926 to 2931 and 2957	500	600	2040	....	....	....	....	....
TW-8	2914 to 2923	770	911	2950	....	....	....	....	....
A-3	3029	430	520	....	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057	450	530	....	....	....	....	....	....
A-6	3000 to 3003	600	690	....	....	....	....	....	....
Mk-2, 4	3201 to 3240	1050	1200	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	1200	1350	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	1300	1500	....	....	....	....	....	....
Mk-10	3295	1000	1200	....	....	....	....	....	....
Mk-11	3297 and 3298	980	1150	....	....	....	....	....	....
F-1	3600 to 3652	1350	1550	....	....	....	....	....	....
F-3	3653 to 3667	1500	1750	....	....	....	....	....	....
F-4, 5	3668 to 3769	1500	1750	....	....	....	....	....	....
AM-2	3900 to 3911	1500	1800	....	....	....	....	....	....
MM-3	3930 and 3931	1750	2050	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	1900	2200	....	....	....	....	....	....
AC-4, 5	4100 to 4125	2500	2900	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	2700	3100	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	1200	1350	....	....	....	....	....	....
Mt-2	4385 to 4390	1200	1400	....	....	....	....	....	....
GS-1, 2	4400 to 4415	1200	1400	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	1250	1450	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	1800	2100	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	3	3						
	45 Ms to 55 Ms	3	3						
	More than 55 Ms	0	0						

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (e). As specified below, — — — — — — will be indication that flagman may return from east as prescribed by Rule 99:
Mojave..........Trains on Owenyo Branch.

RULE 21 (B). Does not apply on Keeler Branch.

RULE 82(A). If no operator on duty trains originating may leave Searles or Owenyo without obtaining clearance.

First-class trains and trains handling passenger equipment only, will obtain train-orders and check register at Mojave, and need not obtain clearance or check register at East-Mojave.

Eastward trains (except first-class trains, trains handling passenger equipment only, and trains to Owenyo Branch) will obtain train-orders and check register at East-Mojave instead of Mojave and need not obtain clearance or check register at Mojave.

Westward trains need not obtain clearance at East-Mojave.

Westward trains to Mojave Subdivision must obtain two clearances at initial station on Los Angeles Division, one endorsed "Los Angeles Division," and one endorsed "San Joaquin Division."

Trains to or from Mojave Subdivision, except trains originating, are not required to obtain clearance at Burbank Jct., provided train is properly cleared by train-order signal.

Eastward trains with running orders terminating at Burbank Jct. may proceed beyond that station without clearance, being governed by train-order signal.

Eastward trains are authorized to assume corresponding schedule on Los Angeles Division from Burbank Jct. to terminal station of schedule.

RULE 83(A). At the following stations, only the trains indicated will register:
Saugus..........Trains originating or terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
Mojave......
East-Mojave . } All trains not required to stop for other reasons.

When a regular train or section of schedule is checked on register at Los Angeles LAUPT it will not be necessary to obtain check of the same train at Burbank Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
378.87	Mojave	382.43
	" (Owenyo Branch)..................	381.60
404.50	Lancaster	405.94
419.88	Vincent	420.93
449.37	Saugus	451.64
448.17	" (Santa Paula Branch)............	
460.87	San Fernando	462.10
427.68	Searles	429.05
446.58	Inyokern	447.75
522.26	Owenyo	523.26
559.30	" (Keeler Branch)..................	560.45
574.79	Keeler	
	Laws	507.49

Yard limit board located to left of track:
Eastward at Burbank Jct. at MP 471.20.

Mojave: First-class trains are authorized to move between Signals 3802 and 3817 by block signal indications which will supersede the superiority of trains, but must move with caution, and see that switches are properly lined between these points. If Signal 3817 displays stop indication first-class trains must stop, and if proceed signal received from yardman, green flag by day and green light by night, may then proceed with caution, not exceeding 12 MPH to next signal.

Trains enroute to AT&SFRy may pass Signal 3814 displaying stop indication, without stopping, provided switches are properly lined, and proceed signal received from yardman, yellow flag by day and yellow light by night, moving with caution not exceeding 12 MPH to end of block in AT&SFRy main track at derail.

Trains from AT&SFRy may pass Signal 3815 to enter SP main track or to enter yard track if signal displays stop indication, without stopping, provided switches are properly lined and proceed signal received from yardman, yellow flag by day and yellow light by night, moving with caution not exceeding 12 MPH within limits of the signal.

Trains from AT&SFRy via A&P track will be governed by indications in AT&SFRy Signal 8173 near crossover leading to SP main track.

Eastward SP and AT&SFRy trains on yard tracks must not start until they have received oral instructions or proceed signal from yardman, and in addition track signals must be given at night.

Following whistle signals will be sounded by westward trains approaching Mojave:

SP passenger trains —, freight trains o — o, light engines o — —.

AT&SFRy passenger trains — o, freight trains — o —, light engines o — —.

RULE 95. Eastward trains holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.

RULE 104. The normal position of switches at the end of double track and at junctions is as follows:
Mojave.... End of double track, for westward track.
Mojave.... Owenyo Branch, for westward track.
Mojave.... AT&SFRy, for SP main track.
Saugus.... Santa Paula Branch, for westward siding.
Searles.... Trona Ry, for No. 1 track.

DERAILS IN MAIN TRACK:

Mojave.....230 feet east of junction switch on Owenyo Branch.

RULE 105. **Saugus:** Westward siding extends from MP 451.5 to connection with main track just west of Signal 4505, and is assigned for use by westward trains.

Westward trains on westward siding will be governed by Signal 4505, and if this signal displays stop indication permission must be obtained from train-order operator before applying block signal rules for movement through the block.

Eastward siding is first track north of main track and is west of station building, and is assigned for use by eastward trains, but may also be used by trains and engines when necessary to do switching on corral or house track.

Trains or engines must not foul westward siding from east end of Bunnell storage track until telephone permission is received from train-order operator.

RULE 505. AUTOMATIC BLOCK SYSTEM

Saugus: Eastward siding is within block system limits. When dwarf signal at fouling point at west end of eastward siding displays stop indication, eastward trains entering siding must be preceded by flagman.

Burbank Jct.: Trains stopped by Signal 4704 must call train-order operator and be governed by his instructions, before applying block signal rules to proceed.

Searles: Signals 4277 and 4268 east and west of Tunnel 29. Knife switches in relay boxes on these signals are for use of track-car operators. Track cars must stop before entering tunnel, and if signal displays proceed indication switch should be thrown to reverse position which will cause opposing signal to display stop indication. After passing through tunnel switch at that signal must be thrown to reverse position to clear signals.

PUSH BUTTONS

Push buttons and lights in box at west end siding Harold, and at east end siding Ravenna, Russ and Lang. Train occupying main track to let train on siding pass may clear signal on siding by pressing button corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but if necessary to do so should press button corresponding to number of signal on main track. Instructions for operation of push buttons posted inside of box.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3938	Spring switch, west end siding, Rosamond	
P-4046	Spring switch, west end siding, Lancaster	
P-4156	Spring switch, west end siding, Harold	P-4155 P-4157
	Spring switch, east end siding, Harold	P-4167
P-4248	Spring switch, west end siding, Paris	
	Spring switch, east end siding, Paris	P-4257
P-4288	Spring switch, west end siding, Ravenna	
P-4296 P-4298	Spring switch, east end siding, Ravenna	P-4297
P-4338	Spring switch, west end siding, and slide detector fence middle of siding, Russ	
P-4346 P-4348	Spring switch, east end siding, Russ, and slide detector fence at MP 435	
	Spring switch, east end siding, and slide detector fence middle of siding, Russ	P-4347
	Slide detector fence at MP 435	P-4365
P-4382	Spring switch, west end siding, Lang	
P-4392 P-4394	Spring switch, east end siding, Lang	P-4393
P-4426	Spring switch, west end siding, Humphreys	
P-4434 P-4436	Spring switch, east end siding, Humphreys	P-4435
P-4466	Spring switch, west end siding, Honby	
	Spring switch, east end siding, Honby	P-4475
	Spring switch, east end siding, Newhall	P-4541
P-4610	Spring switch, west end siding, San Fernando	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through them:

Location		Normal Position	MPH
Rosamond	west end siding	Main track	10
Lancaster	west end siding	Main track	10
Harold	west end siding	Main track	10
Harold	east end siding	Main track	10
Paris	west end siding	Main track	10
Paris	east end siding	Main track	10
Ravenna	west end siding	Main track	10
Ravenna	east end siding	Main track	10
Russ	west end siding	Main track	10
Russ	east end siding	Main track	10
Lang	west end siding	Main track	10
Lang	east end siding	Main track	10
Humphreys	west end siding	Main track	10
Humphreys	east end siding	Main track	10
Honby	west end siding	Main track	10
Honby	east end siding	Main track	10
Newhall	east end siding	Main track	10
San Fernando	west end siding	Main track	10

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them.

Location		Normal Position	MPH
Vincent	west end westward siding	Eastward siding	10
Vincent	east end eastward siding	Westward siding	10

There are other spring switches on roundhouse leads and yard tracks in Mojave yard limits.

RULE 605. INTERLOCKING

Vincent: Limits extend from 50 feet west of west switch to 50 feet east of east switch.

Saugus-Newhall: Limits extend from 265 feet west of east switch of westward siding Saugus to 265 feet east of west switch of siding Newhall.

When authorized by signal operator at Saugus to hand-throw either switch, member of crew cranking switch over must remain with switch to return it to normal position, or arrange for another member of crew to do so, unless otherwise instructed by signal operator.

Burbank Jct.: Whistle signals:

To Mojave Subdivision, or to Los Angeles, —.
To siding, o o o o o.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes:

Mojave: On passenger trains, if road engine is to be detached, set two brakes on east end and two brakes on west end for each 16 cars or fraction thereof. When train is set out to tie up, at least half of the brakes must be set, but never less than two.

On eastward freight trains of 72 cars or less, set 10 brakes on east end and 10 in the middle. On trains of 73 cars or more set 15 brakes on east end and 15 in the middle.

On westward freight trains of 72 cars or less set 10 brakes on east end, five in the middle and five on west end. On trains of 73 cars or more, set 15 brakes on east end, 10 in the middle and five on west end.

At points where hand brakes must be set on freight trains such brakes must be securely set, using standard brake club to set staff brakes, after train has stopped. When necessary to release hand brakes to move portion of the cars, the same number must be set on remaining cars to replace them.

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Harold Vincent Ravenna Russ Newhall

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

Road crossing at MP 470.8 west of Burbank Jct. is closed except for emergency use of fire trucks, ambulances, etc. This crossing must not be left blocked when unattended.

RULE 869. All except rear swing, and rear brakeman will ride on top of train near middle of their portion, entering and leaving terminals and through interlockings; also Vincent to Saugus; Vincent to Palmdale; Tunnel to Burbank Jct.; Searles to Cantil, and at other places as instructed by conductor. Between Vincent and Saugus rear swing brakeman, at the discretion of conductor may be permitted to ride in cupola of caboose or on portion of train assigned to him. Rear brakeman will watch track to rear of train for evidence of derailment or equipment dragging, between these two stations.

Trainmen must not ride on top of train while passing through Tunnel 25.

RULE 827. TRAIN INSPECTION

Eastward freight trains may make continuous run Vincent to Lang, where retainers must be turned down, and running inspection made after stopping.

Westward freight trains must stop at Rand 10 minutes.

Westward trains using retainers Searles to Garlock must not exceed 20 MPH.

All passenger trains, except Regular No. 55, must stop at Mojave, approaching at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. Brakeman will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

RULE 17. Eastward passenger trains, Vincent to Lang, with less than 75% graduated release equipment, will use at least 75% of retainers.

Westward passenger trains, Vincent to Palmdale, with less than 75% graduated release equipment must not exceed 20 MPH, unless five retainers (or more if requested by engineer), are turned up, on the head end.

Retainers will be used on freight trains as follows:

Eastward trains of 45 cars or more..	Tunnel or San Fernando to Burbank Jct.	One valve for each 400 Ms in train.
Eastward trains.....	Vincent to Lang..........	One valve for each 100 Ms in train.
Westward trains....	Vincent to Harold.........	10 retainers
Westward trains....	Searles to Garlock..........	One valve for each 150 Ms in train.

If eastward trains are delayed at Harold retainers may be turned up there instead of Vincent. Eastward and westward trains may turn up retainers approaching Vincent.

If eastward trains are stopped at Saugus or Newhall, retainers may be turned up there instead of at Tunnel or San Fernando.

Eastward trains handling 20 or more cars of rock or sand Roscoe to Los Angeles Yard, one valve for each 150 Ms in train must be turned up, and continuous run may be made Roscoe to Los Angeles Yard. If stop is made east of Burbank Jct. retainers may be turned down, if not required beyond.

If all retainers in train not already required, three additional retainers must be used for each helper engine in train on descending grade.

FREIGHT TRAINS

RULE 25. Rear end test will be made in accordance with Rule 25 (b); and in addition will be made by all trains that stop at Mojave and Vincent. Westward trains of 75 cars or more must stop at Vincent. This test will also be made by all trains at Searles.

Trains not required to stop at Vincent must make running air brake test between siding switches. Trainmen will note reduction on caboose gage, and following build up in pressure when brakes are released, give proceed signal. Running test will be made as follows: Engineer, while working steam will make reduction of approximately seven pounds, wait for slack to adjust itself, then add three pounds before releasing.

RULE 33. The maximum tonnage per operative brake between Palmdale and Saugus is 125 Ms; and between Searles and Garlock is 150 Ms.

PASSENGER TRAINS

RULE 39. Running test will be made at following points:

Vincent............................	Trains in both directions.
After passing MP 452...............	Eastward trains that have stopped at Saugus.
Three miles west of Burbank Jct....	Eastward trains.
After passing MP 458..............	Westward trains.

MISCELLANEOUS

4. Helper engines on freight trains must be placed in rear through Tunnel 25.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
AM-MM-AC-Mt-GS-SP	San Fernando—Transfer track, beyond 300 feet from switch.
All	Roscoe—Consolidated Rock tracks, beyond 75 feet west of derail.
AM-MM-AC-Mt-GS-SP	Roscoe—Union Supply track.
A-Mk-F-AM-MM-AC-Mt-GS-SP	All stations between Mojave and Searles—Must not leave main track, except at sidings Neuralia, Cantil, Rand, Garlock.
F class	Saltdale—Must not go beyond frog on west end.
All	Inyokern—Must not go beyond 200 feet west of east interchange track.
All	Keeler—Must not go beyond signs on Natural Soda Products tracks.

Flat cars loaded with poles or piling must not be spotted on team track adjacent to main track at Rosamond without authority from chief train dispatcher who will protect by train order. At other stations such loads must not be spotted for unloading on team tracks adjacent to main track when possible to avoid it.

Due to impaired overhead and side clearance, the spotting or switching of box cars under the Narrow Gage high line at Owenyo is prohibited.

Engines equipped with pilot snow plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT, account impaired platform clearance.

Load limit (car and contents):

Owenyo Branch.........200,000 pounds.

17. No sanding of flues permitted between Tunnels 18 and 19, and between east switch Russ and 1000 feet east of east switch Russ.

30. Maintenance and operation between MP 449.78 Saugus, and Burbank Jct., are under the jurisdiction of Los Angeles Division. Train dispatching between Saugus and Burbank Jct. is under the jurisdiction of San Joaquin Division.

Employes operating in and out of Los Angeles LAUPT are required to have a copy of, and be conversant with current book of rules of LAUPT.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
426.8	West of Searles	Tunnel 29—Overhead
519.4	East of Lone Pine	Owens River bridge—Side

SPEED RESTRICTIONS

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTION AS SHOWN IN SPEED RESTRICTIONS TABLE

S and SE class engines must not exceed 15 MPH between MP 417 and Saugus.

Engines listed below must not exceed following speed between Mojave and Searles:

F-4-5 and AC-4-5 Class		AC-6-7-8-9-10-11-12 Class	
Mojave-MP 406.8	25 MPH	Mojave - MP 406.8	25 MPH
MP 406.8 - MP 413.7	20 MPH	MP 406.8 - MP 413.7	15 MPH
MP 413.7 - MP 426.7	25 MPH	MP 413.7 - MP 426.7	25 MPH
MP 426.7 - Searles	20 MPH	MP 426.7 - Searles	15 MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side tracks, crossovers, turnouts and slip switches	10

SPEED RESTRICTIONS: **Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.**

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS S P	M AC AM-2 MM-3 Gas-elec. cars
6, 7	Mojave-MP 381.4	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20
	MP 381.4-MP 414.8	65	65	60	55	50	45	40	35	40	40	35	35	30	30	25
	MP 414.8-MP 417, except	50	50	50	50	50	40	40	35	40	40	35	35	30	30	25
	Westward freight trains									20						
	MP 417-MP 420.5 (Vincent), except	30	30	30	30	30	30	30	30	25	25	25	25	25	15	15
	Westward freight trains									20						
	MP 420.5-MP 438.17, except	30	30	30	30	30	30	30	30	20	25	25	25	25	15	15
	Westward passenger trains, MP 426 to MP 422	40	40	40	40	40	40	40	35							
	MP 435.19-MP 436.74	35	35	35	35	35	35	35	35							
	Eastward freight trains and light engines, MP 425.68 to MP 438.17									25	25	25	25	25	15	15
	Westward freight trains and light engines, MP 438.17 to MP 420.5									25	25	25	25	25	15	15
	MP 438.17-MP 442.13	35	35	35	35	35	35	35	35	25	25	25	25	25	15	15
	MP 442.13-MP 446.22	30	30	30	30	30	30	30	30	25	25	25	25	25	15	15
	MP 446.22-MP 448.23	40	40	40	40	40	40	40	35	25	25	25	25	25	15	15
	MP 448.23-MP 450.6 (Saugus)	30	30	30	30	30	30	30	30	25	25	25	25	25	15	15
	MP 450.6-Burbank Jct., except	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	MP 451.5-MP 455	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
	MP 455-MP 458.1	30	30	30	30	30	30	30	30	20	30	30	30	30	20	20
	MP 458.80-MP 458.94	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
	Eastward freight trains, MP 458.14 to MP 471.60									25						
	*MP 461.05-MP 462.17, over McClay & Brand Blvd., San Fernando	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	MP 463.8-MP 470.8	60	60	60	55	50	45	40	35	35	35	35	35	30	30	25
	Burbank Jct. crossover, west of interlocking tower	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20

Exception: Mk-5-6-7-8-9, and AC-4-5-7-8-9-10-11-12 class engines when running forward light, may make maximum speed of 40 MPH between MP 414.8 and east switch Mojave, but must observe 30 MPH restriction over Lancaster street crossings.

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING	SWITCH ENGINE S-SE CLASS
11	Mojave-Owenyo, except	30	30	30	20	20
	Over west switch siding, Owenyo	10	10	10	10	10
	Laws-Keeler, except	30	30	20	15	
	MP 557-MP 552 and MP 550-MP 547	25	25	20	15	
	MP 529-MP 528.5	15	15	15	15	
	Zurich-MP 520.5	25	25	20	15	

*Regulated by city ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Mojave to Rosamond Rosamond and Lancaster	Lancaster to Saugus	Rosamond to Mojave	Saugus to Lancaster	Los Angeles to Saugus	Saugus to Los Angeles	Mojave to Searles	Searles to Owenyo	Owenyo to Searles	Searles to Mojave
DES-1,2,3,4,5,6,7	1000 to 1022	2500	400	....	350	400	450	....	....	....	....
DES-100 to 107	1300 to 1395	3600	650	....	600	650	700	....	....	....	....
E-23	1500 and 1502	3100	520	950	470	510	580	690	690	1250	1250
M-4	1617 to 1713	4150	750	1300	680	730	820	970	970	1700	1700
M-6, 8	1721 to 1803, 1823 to 1825	4850	900	1500	820	930	1000	1150	1150	2000	2000
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	5100	970	1650	890	990	1100	1250	1250	2150	2150
M-11	1832 to 1835	5300	1000	1700	910	1000	1130	1300	1300	2250	2250
T-1	2242 to 2271	3450	620	1100	560	630	710	830	830	1450	1450
T-8, 9	2161, 2174 and 2178	2500	430	780	390	420	480	560	560	1000	1000
T-23	2301 to 2310	5050	940	1600	850	930	1030	1200	1200	2100	2100
T-26	2283 to 2299	4450	800	1400	730	800	900	1000	1000	1850	1850
T-28, 31	2311 to 2362	5550	1050	1800	950	1050	1200	1350	1350	2350	2350
T-32, 40	2363 to 2384	5700	1050	1850	990	1050	1200	1350	1350	2400	2400
T-36	2103	3750	710	1200	660	710	780	910	910	1600	1600
T-37	2105 and 2106	5050	940	1600	870	940	1050	1200	1200	2150	2150
T-57, 58	2385 and 2386	4450	830	1500	750	820	900	1100	1100	1900	1900
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	4600	800	1400	740	800	890	....	....	....	....
P-1	2400, 2403 to 2407 and 2415	4800	820	1500	750	840	930	....	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5000	870	1550	800	900	1100	....	....	....	....
P-6	2453, 2454 and 2458	5650	1000	1800	940	1000	1150	....	....	....	....
P-7	2476 and 2477	6000	1100	1900	1000	1100	1250	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	6250	1100	1950	980	1100	1250	....	....	....	....
P-8, 10	2475, 2484 to 2491	6250	1100	2050	980	1100	1250	....	....	....	....
P-11	3100 to 3109	4900	850	1550	770	850	950	....	....	....	....
P-12	3120 to 3129	6600	1150	2050	1050	1200	1350	....	....	....	....
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	6100	1150	2000	1050	1200	1300	1480	1480	2600	2600
C-15, 32	2500, 2505 to 2507	3900	750	1300	690	740	820	960	960	1650	1650
C-17	2510 and 2511	4800	960	1600	880	950	1050	1200	1200	2050	2050
C-18	3400 to 3409	5600	1100	1850	1000	1100	1200	1400	1480	2400	2400
C-19	3410 to 3426	5850	1150	1900	1050	1100	1250	1450	1450	2500	2500
TW-1	2900 to 2913	4650	900	1500	820	890	980	1100	1100	2000	2000
TW-2, 3	2932 to 2952	3750	700	1200	640	690	770	900	900	1550	1550
TW-4, 6	2926 to 2931 and 2957	3550	650	1150	600	640	720	840	840	1500	1500
TW-8	2914 to 2923	5150	990	1700	911	980	1050	1250	1250	2200	2200
A-3	3029	3600	570	1100	520	580	650	....	....	....	....
A-3	3025, 3036, 3052 and 3057	3600	580	1150	530	600	690	....	....	....	....
A-6	3000 to 3003	4400	750	1350	690	700	800	....	....	....	....
Mk-2, 4	3201 to 3240	6900	1250	2200	1200	1300	1400	1700	*1650	*2900	3000
Mk-5,6	3241 to 3277	7800	1500	2500	1350	1450	1600	1850	*1900	*3300	3300
Mk-7, 8, 9	3300 to 3324	8550	1650	2800	1500	1650	1850	2100	*2100	*3650	3650
Mk-10	3295	6550	1300	2150	1200	1250	1400	1600	*1600	*2800	2800
Mk-11	3297 and 3298	6300	1250	2100	1150	1200	1350	1550	*1570	*2700	2700
F-1	3600 to 3652	8900	1700	2900	1550	1750	1950	....	....	....	....
F-3	3653 to 3667	10200	1950	3350	1750	2000	2200	....	....	....	....
F-4, 5	3668 to 3769	10200	1950	3500	1750	2100	2300	....	....	....	....
AM-2	3900 to 3911	10150	1950	3300	1800	1950	2150	....	....	....	....
MM-3	3930 and 3931	11800	2300	3900	2050	2250	2450	....	....	....	....
AC-1, 2, 3	4000 to 4048	12300	2450	4000	2200	2500	2700	3000	*3100	*5300	5200
AC-4, 5	4100 to 4125	16000	3200	5300	2900	3200	3500	3700	....	....	6700
AC-6 to 12	3800 to 3811, 4126 to 4294	17000	3400	5550	3100	3400	3700	3900	....	....	7000
Mt-1, 3, 4, 5	4300 to 4376	8350	1500	2600	1350	1550	1750				
Mt-2	4385 to 4390	8800	1550	2900	1400	1600	1800				
GS-1, 2	4400 to 4415	9000	1550	2750	1400	1600	1800				
GS-3, 4, 5, 6	4416 to 4469	9200	1600	2900	1450	1650	1850				
SP-1, 2, 3	5000 to 5048	12000	2350	3950	2100	2300	2500				
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	3	3	3	3	3				
	45 Ms to 55 Ms	3	3	3	3	3	3				
	More than 55 Ms	0	0	0	0	0	0				

*These engines must not operate east of MP 450

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MILEAGE

MAIN LINES

End Western Division to Goshen Jct	C. P. Ry	40.10	
End Western Division to Fresno	S. P. R. R.	0.52	
Goshen Jct. to Saugus	S. P. R. R.	210.05	
Fresno to Famoso via Exeter	S. P. R. R.	103.95	
Total main lines			354.62

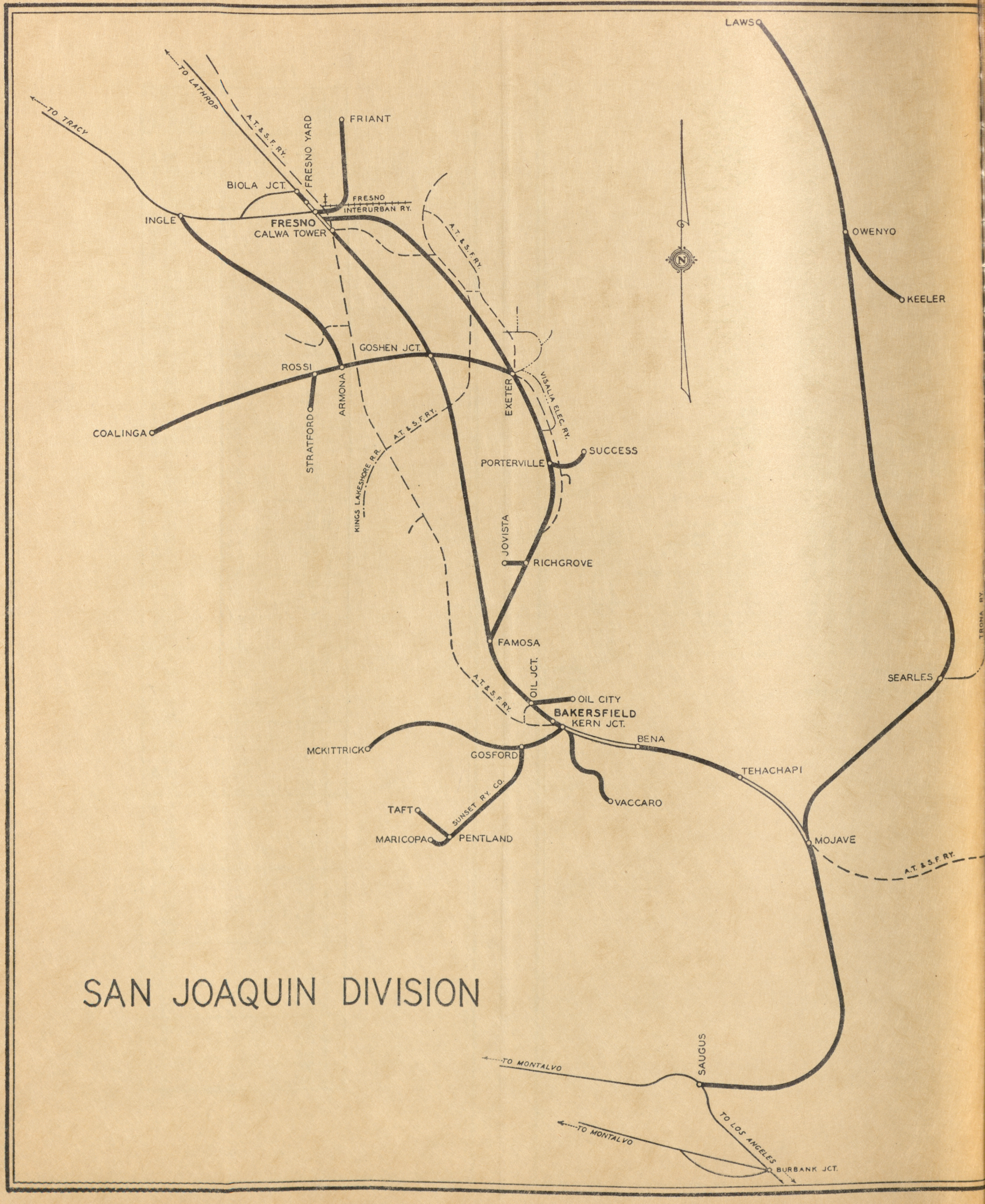
BRANCHES

Arvin	S. P. Co	Magunden to Arvin	16.89	
Clovis	S. P. R. R.	Fresno to Friant	24.14	
Coalinga	S. P. R. R.	Armona to Coalinga	40.21	
Fresno Interurban	F. I. Ry. Co.	Barton to Belmont Ave.	16.89	
Keeler	S. P. R. R.	Laws to Keeler	71.33	
McKittrick	S. P. R. R.	Bakersfield to McKittrick	47.61	
Minkler-Southern	A. T. & S. F.	Porterville to Ducor	12.53	
Oil City	S. P. R. R.	Oil Jct. to Oil City	6.76	
Owenyo	S. P. R. R.	Mojave to Owenyo	143.15	
Richgrove	S. P. R. R.	Richgrove to Jovista	4.16	
Riverdale	S. P. R. R.	Ingle to Goshen Jct	64.48	
Stratford	S. P. R. R.	Rossi to Stratford	8.26	
Success	S. P. Co	Porterville to Succes	7.76	
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.77	
Total Branches				480.94
Total San Joaquin Division				835.56

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′ 00″	60
1′ 01″	59
1′ 02″	58
1′ 03″	57.1
1′ 04″	56.2
1′ 05″	55.3
1′ 06″	54.5
1′ 07″	53.7
1′ 08″	52.9
1′ 09″	52.1
1′ 10″	51.4
1′ 11″	50.7
1′ 12″	50
1′ 13″	49.3
1′ 14″	48.6
1′ 15″	48
1′ 16″	47.3
1′ 17″	46.7
1′ 18″	46
1′ 19″	45.5
1′ 20″	45
1′ 25″	42.3
1′ 30″	40
1′ 35″	37.9
1′ 40″	36
1′ 45″	34.3
1′ 50″	32.7
1′ 55″	31.3
2′ 00″	30
2′ 15″	26.6
2′ 30″	24
2′ 45″	21.8
3′ 00″	20
3′ 30″	17.1
4′ 00″	15
5′ 00″	12
6′ 00″	10
7′ 00″	8.6
7′ 30″	8
8′ 00″	7.5
10′ 00″	6

SAN JOAQUIN DIVISION



TO TRACY
TO LATHROP
A.T.&S.F.RY.
FRESNO YARD
FRIANT
LAWS
BIOLA JCT.
FRESNO INTERURBAN RY.
INGLE
FRESNO
CALWA TOWER
A.T.&S.F.RY.
OWENYO
N
KEELER
GOSHEN JCT.
ROSSI
ARMONA
EXETER
VISALIA ELEC. RY.
STRATFORD
COALINGA
A.T.&S.F.RY.
KINGS LAKESHORE R.R.
SUCCESS
PORTERVILLE
JOVISTA
RICHGROVE
FAMOSA
TRONA RY.
SEARLES
OIL JCT.
A.T.&S.F.RY.
OIL CITY
BAKERSFIELD
KERN JCT.
BENA
MCKITTRICK
GOSFORD
TEHACHAPI
VACCARO
TAFT
SUNSET RY. CO.
MARICOPA
PENTLAND
MOJAVE
A.T.&S.F.RY.
TO MONTALVO
SAUGUS
TO LOS ANGELES
TO MONTALVO
BURBANK JCT.